M. V.
So. DIV.

1915

T-25

TRANSIT BOOK

[illegible] P. R. R. CO.

14.113.0124

C

C. K.

H. I. 17°

1700 17
6

40' = . .

No. 60590
MADE BY
The Hicks-Judd Company
Bookbinders, Printers
Loose Leaf Systems
51-55 First St. San Francisco
★★ Give above number when ordering
Duplicate

Book #25

— M. H. WILSON —
ASST. ENGINEER

—INDEX—

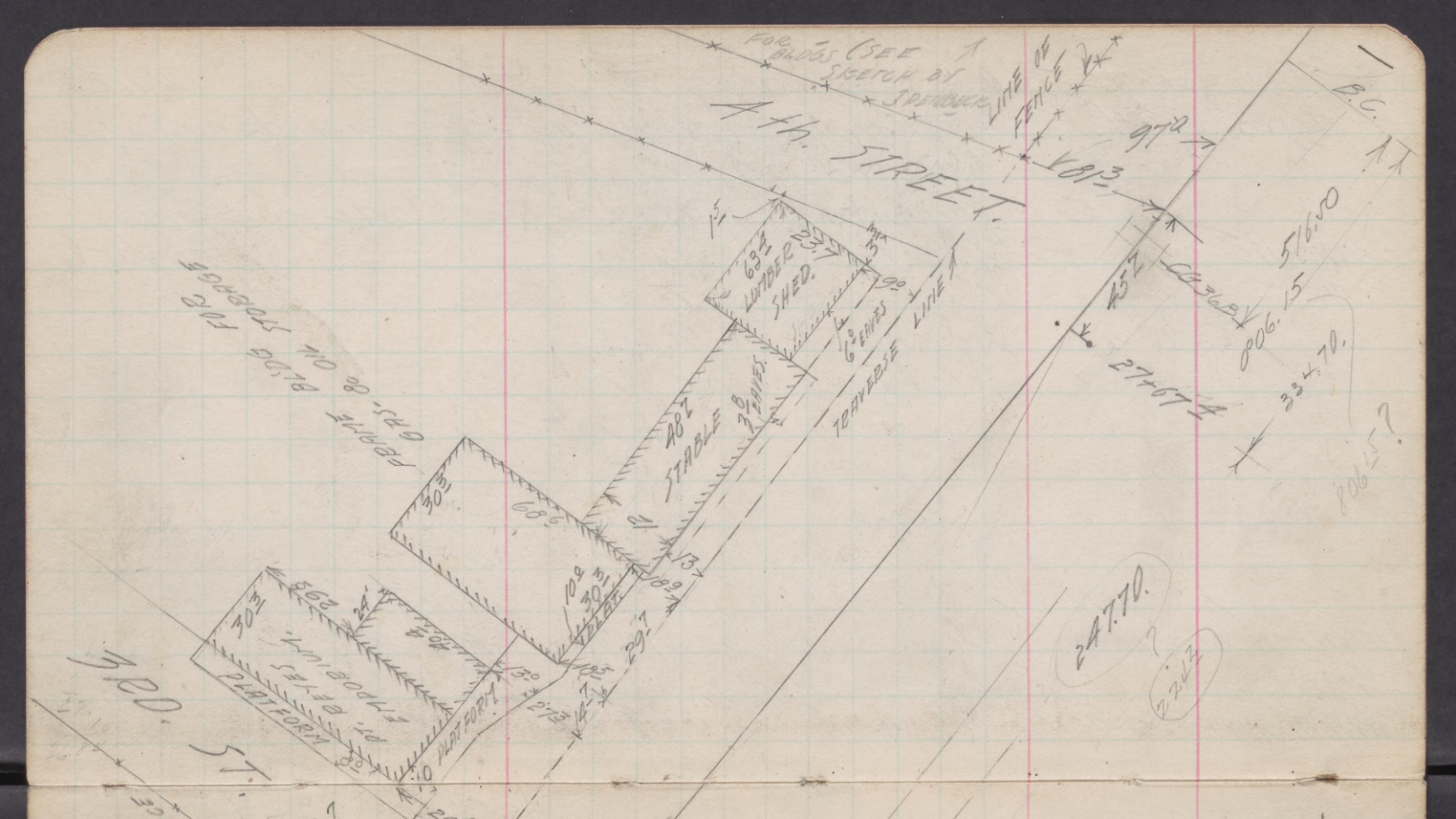
INDEX - T-25

Ridgewood	117-118	130-A	X Section Dam Sites A-B-C.
"	119-120	" "	Sketch Showing 3 Schemes Prop.
"	121-122	" "	Profile on Line of Prop Dams A & C
"	123-124	" "	Line of Levels on Rt. Side.
"	125-136		Topog. to Rt & Lt. of Line

Fulton	68-71	Investigation of Scales ✓
Guerneville	73-78	Station Plan ✓
Rio Campo	80	Curve Data ✓
Guerne-Rio Nido	81	Mc Near's Culvert ✓
Pastoris	83-86	Prop. Drainage ✓
Tiburon	87-91	Deed to Property back of Paint Shop ✓
Sebastopol	92	Grades for Culvert - Berry Growers Spur ✓
Ridgewood	93-96	Drainage at 130-A- ✓
Schellville	99-100	Prop. to throw Tracks to clear Plat ✓
Asti - Cloverdale	105-106	Concrete Arch 84-C- ✓
El Robles	107-109	Lowering of Culvert 110K - 4 ft. ✓
" "	110-111	Robinsons Creek - Levels Top of Rail ✓
" "	112	" " Topography ✓
" "	113	" " Levels in Creek ✓
" "	114-116	Prop. Spur Track for Mr. Flowers ✓

INDEX - T-25

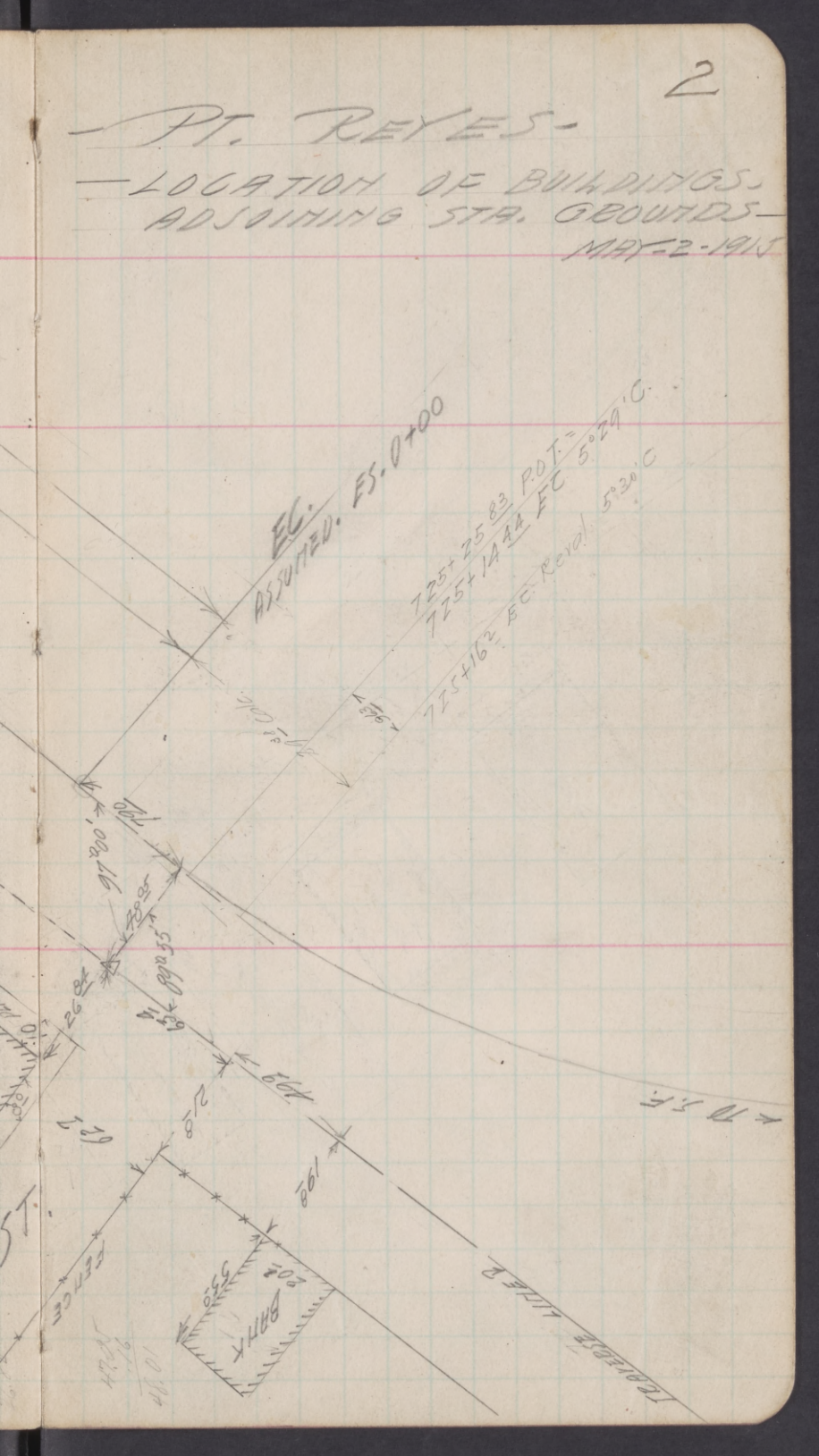
Location	Page		Date
Pt. Reyes	2-4	Location of Bldgs adjoining Depot Grounds ✓	5/2/15
" "	5-36	Curve Data ✓	
" "	25	Impaired Clearance - Stock Chute ✓	
Guerneville	37-38	Depot Plan ✓	5/10/15
"	39-42	Levels on Prop. Track Raise ✓	
"	43-44	Location of Buildings ✓	
"	45-46	Levels on Cinnabar Ave ✓	
"	47-48	" Top of Rail East ✓	
"	49-50	" on Church St. ✓	
Rio Nido	51-57	X Sections at Rocky Pt. ✓	
"	58	Additions to Station Plan ✓	
"	59	Location of Water Pipe Russian River Land Co. ✓	
Green Valley	60	Prop. Moving of Station Bldg. ✓	
Mirabel Park	61	Location of Bridge ✓	
Guern. Rio Nido	62-67	Mc Nears Culvert ✓	

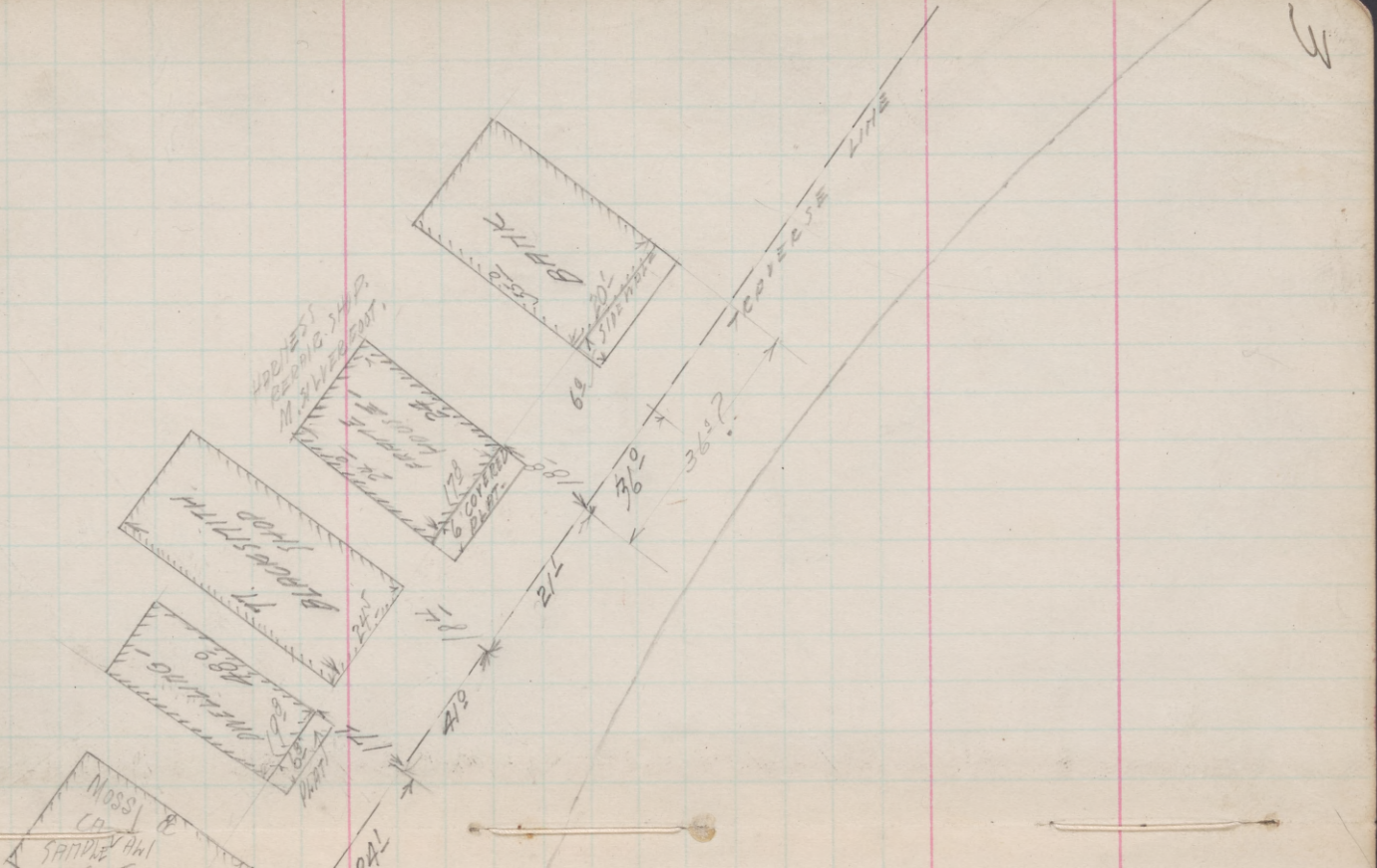

FOR BLDGS. (SEE SKETCH AT SIDEWALK
LINE OF FENCE
4th. STREET.
B.C.
97½
V81½
516.00
006.45
33±.70.
27±67½
45½
63½ LUMBER SHED.
23½
3½
9°
6" EAVES
TRAVERSE LINE
48½ STABLE
3.8 EAVES
68½
30½
PLATFORM
10°
30½
PLATFORM
13½
18½
23½
14½
2½
13°
PLATFORM
PLATFORM
24½
29½
30½
10
PLATFORM
PLATFORM
PLATFORM

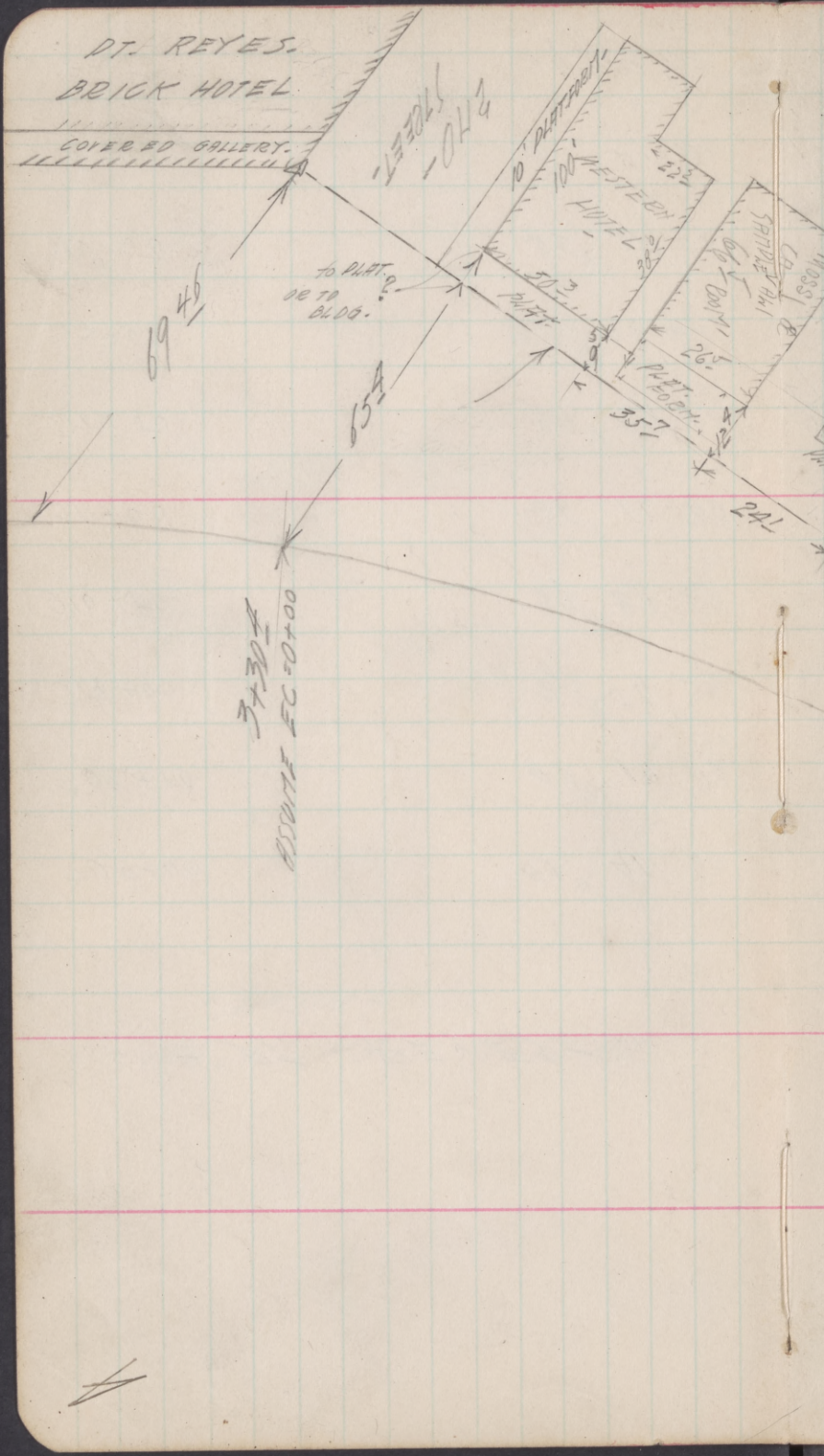
—PT. REYES—

—LOCATION OF BUILDINGS. ADJOINING STA. GROUNDS—

MAY-2-1915




BARN
LEAN-TO
CHICKEN HOUSE
PIG PEN
MOSS &
CA
SAND
36'
41'
21'
12'
10'
6'
6' COVERED PART.
OPEN ENDED MACHINERY SHED.
BUILDING LINE


DT. REYES.
BRICK HOTEL
COVERED GALLERY.
10' PLATFORM
100'
WEST SIDE
HOTEL
22½
39.2
50.3
PLATT
PLATT
26.5
PLATT
35.7
12.4
24'
69.45
TO PLAT.
OR TO
BLDG.
63.4
ESQUINE EC 10+00
3+30.4

5

- PT. REYES -

709+00	41° 41' 33"
709+50	40° 19' 03"
710+00	38° 56' 33"
710+50	37° 34' 03"
711+00	36° 11' 33"
711+50	34° 49' 03"
712+00	33° 26' 33"
712+50	32° 04' 03"
713+00	30° 41' 33"
713+50	29° 19' 03"

DEFL.'S. ON 5° 30'
- CURVE -

714+00	29° 19' 08"
714+50	27° 56' 38"
715+00	26° 34' 03"
715+50	25° 11' 33"
716+00	23° 49' 03"
716+50	22° 26' 33"
717+00	21° 04' 03"
717+50	19° 41' 33"
718+00	18° 19' 03"
718+50	16° 56' 33"
719+00	15° 34' 03"
719+50	14° 11' 33"

9

STA.	DEFL.
720 +00	14° 11' 33"
720 +50	12° 49' 03"
721 +00	11° 26' 33"
721 +50	10° 04' 03"
722 +00	8° 41' 33"
722 +50 ✓	7° 19' 03"
723 +00	5° 56' 33"
723 +50	4° 34' 03"
724 +00	3° 11' 33"
724 +50	1° 49' 03"
725 +00	0° 26' 33"

EC. 725 +16

PT. REYES.

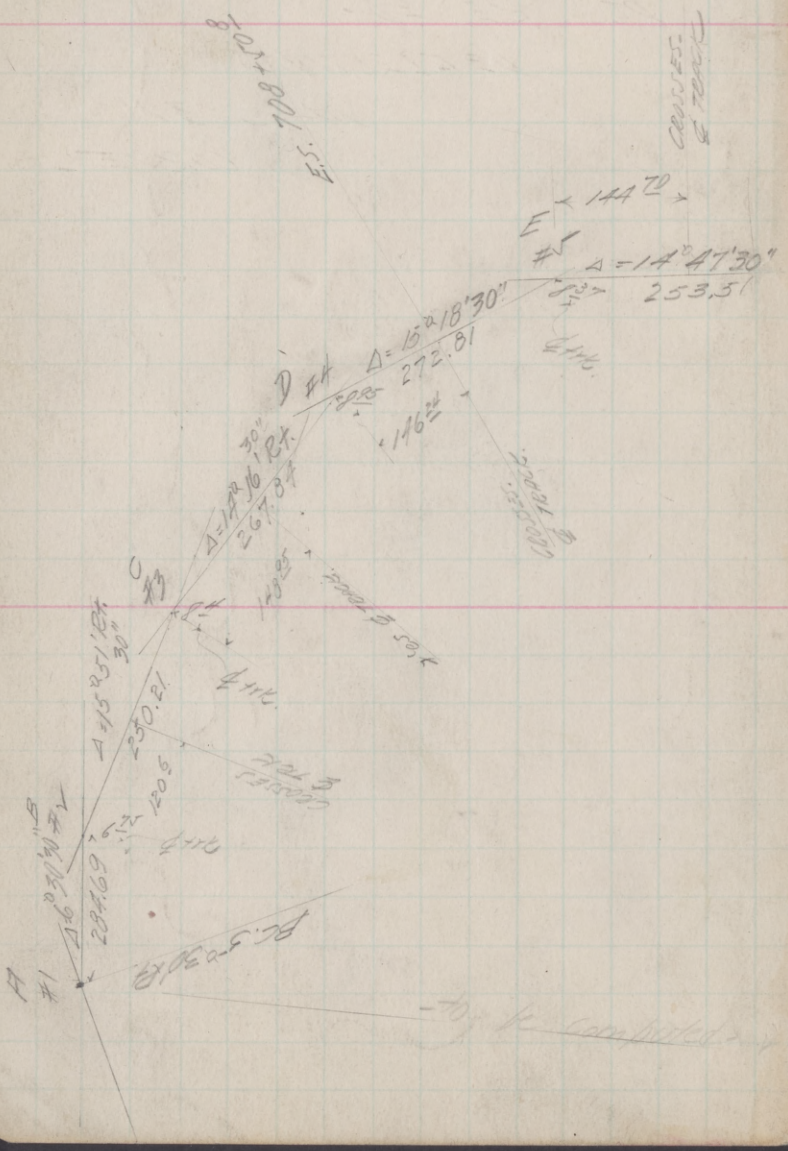
DEFLECTIONS

AT 5°30'

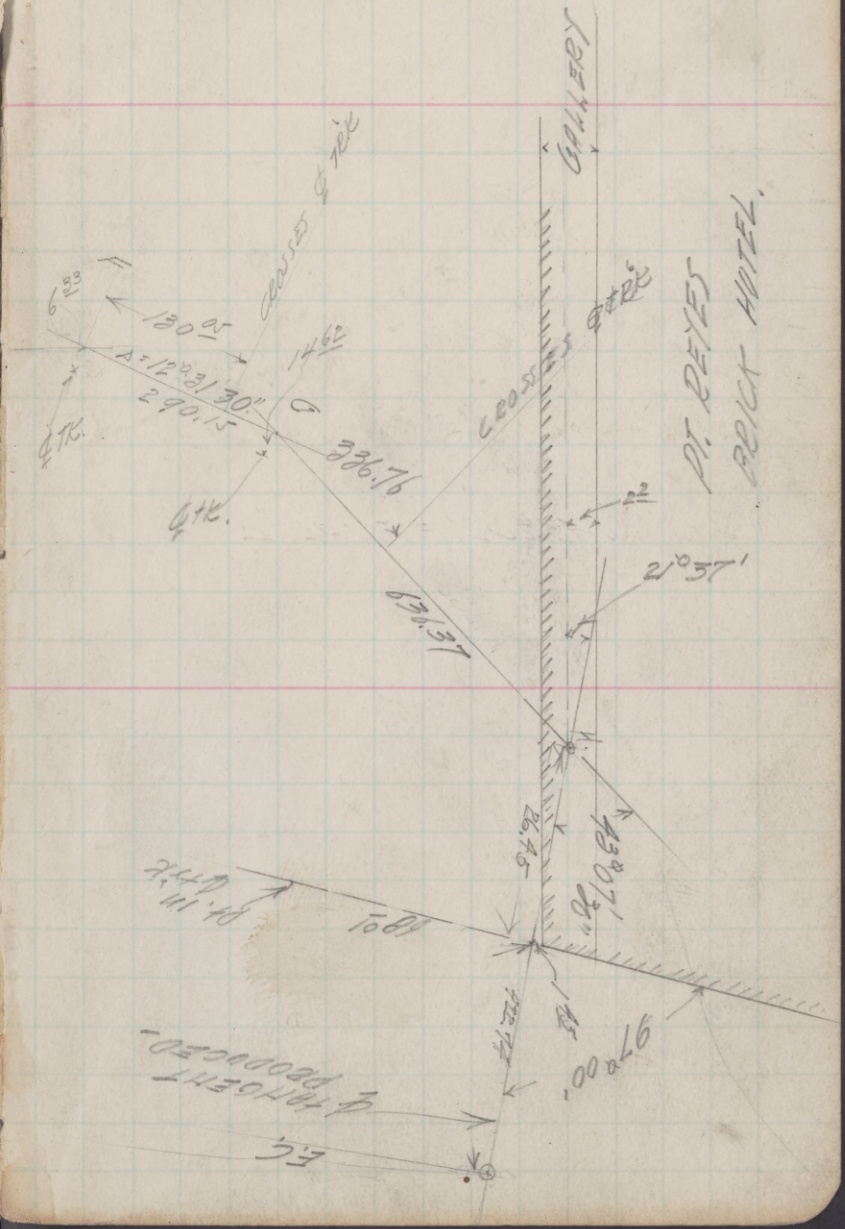
CURVE.

11

MAIN


E
#5
Δ=14°47'30"
253.51
D
#4
Δ=16°18'30"
272.81
C
#3
Δ=17°16'30"
267.34
B
#2
Δ=15°31'30"
250.21
A
#1
Δ=16°30'30"
284.69
Curves
Curves
Curves
Curves

TRAVERSE


Gallery
Ct. Reyes
Point Hotel.
Cause St.
St.
6°23'
130.0
1462
A=12°23'30"
290.15
C
336.76
6th St.
6th St.
2°37'
639.37
Pt. in 6th St.
100
Pt. in 6th St.
Easement
Proposed
E.S.
97°00'

13

- TRAVERSE -

BEGIN AT B.C. 5° 30' Rt.

Δ #	Δ Rt	Δ Lt.
1 B.C.	6° 30' 30"	
2	15° 51' 30"	
3	14° 16' 30" ✓	
4	15° 18' 30" ✓	
5	14° 47' 30" ✓	
6	12° 31' 30" ✓	
7	21° 08' 30"	
8	43 07' 30"	

143° 32' = TOTAL "Δ"

E.S. = 699+05

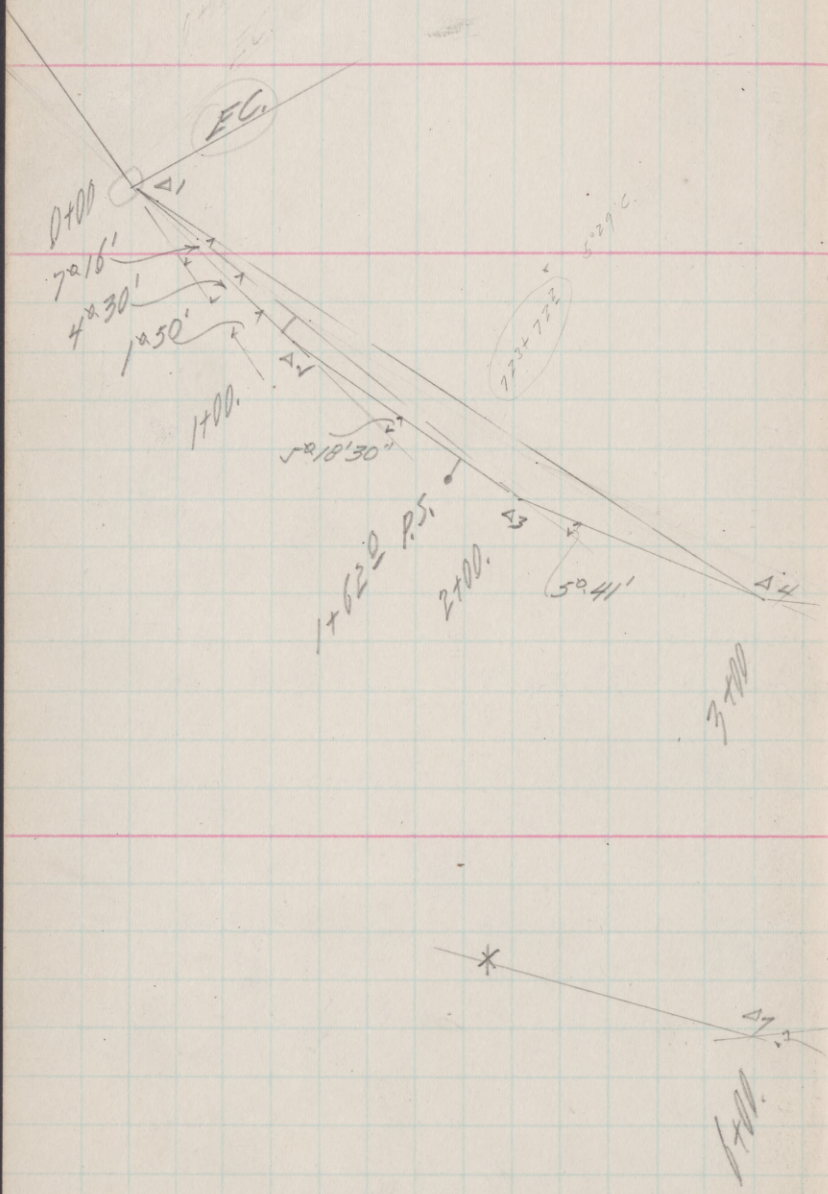
DISTANCE:

284.69
250.21
267.84
272.81 ✓
253.51
290.15 ✓
636.37
422.74

PROFILE CURVE NOTES:

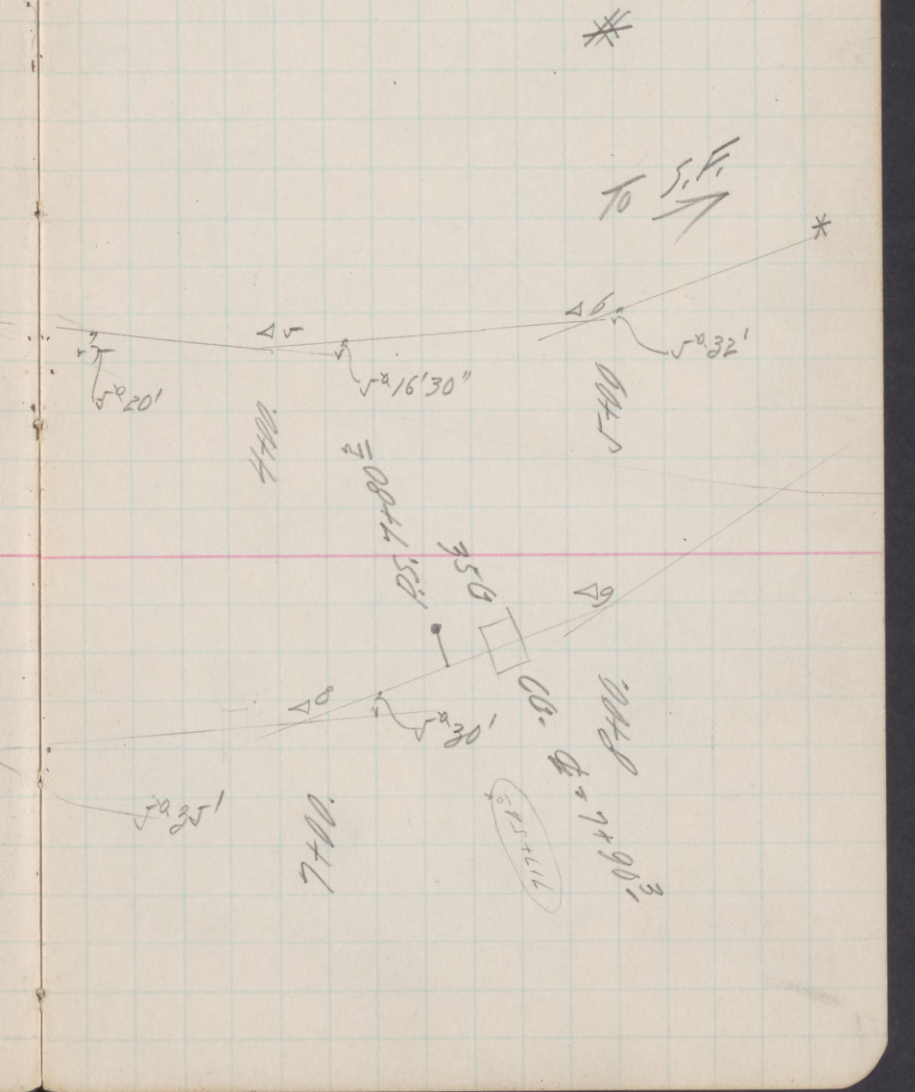
199+05 = B.C. 5°30' Lt. T.C. 1432.35'
725+16 = E.C. 71° 47'30"

15

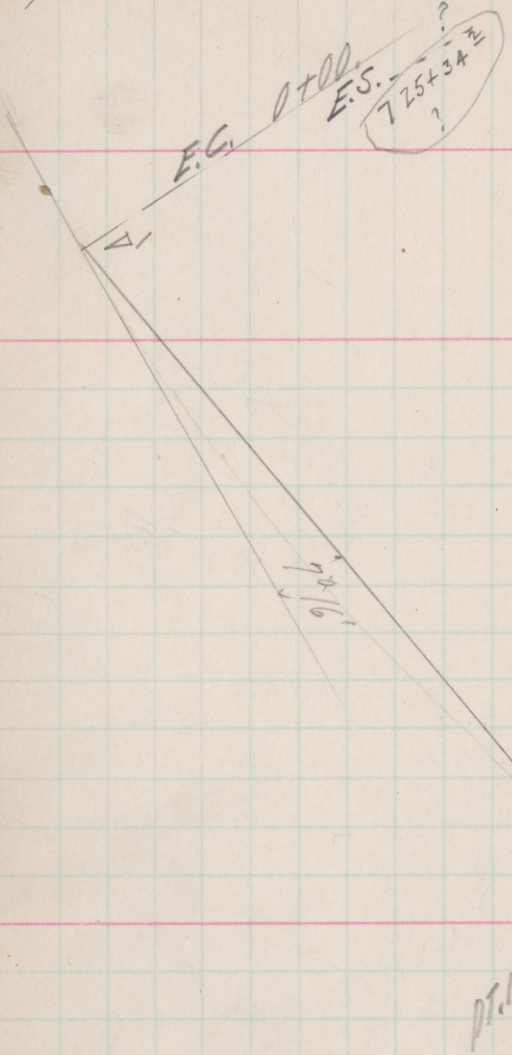


16

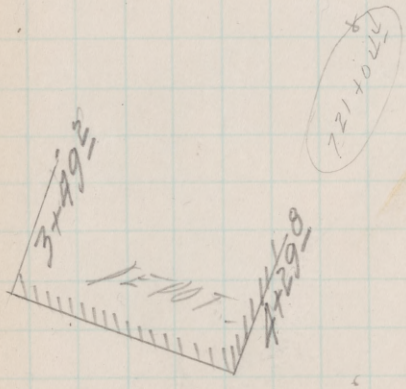
?

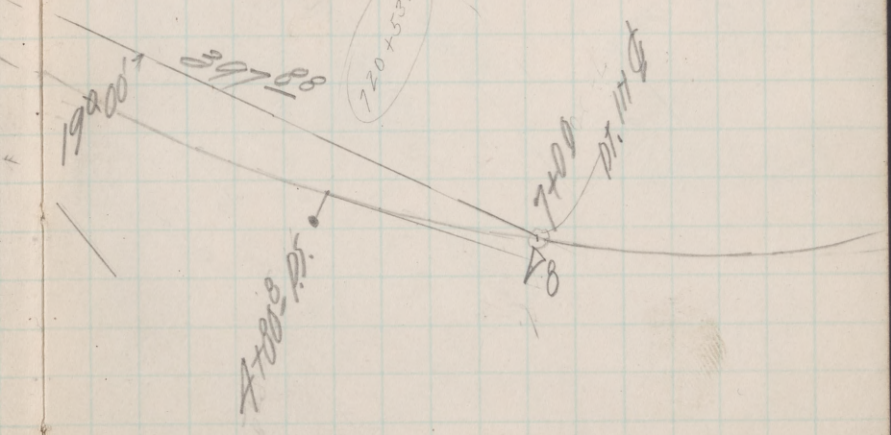


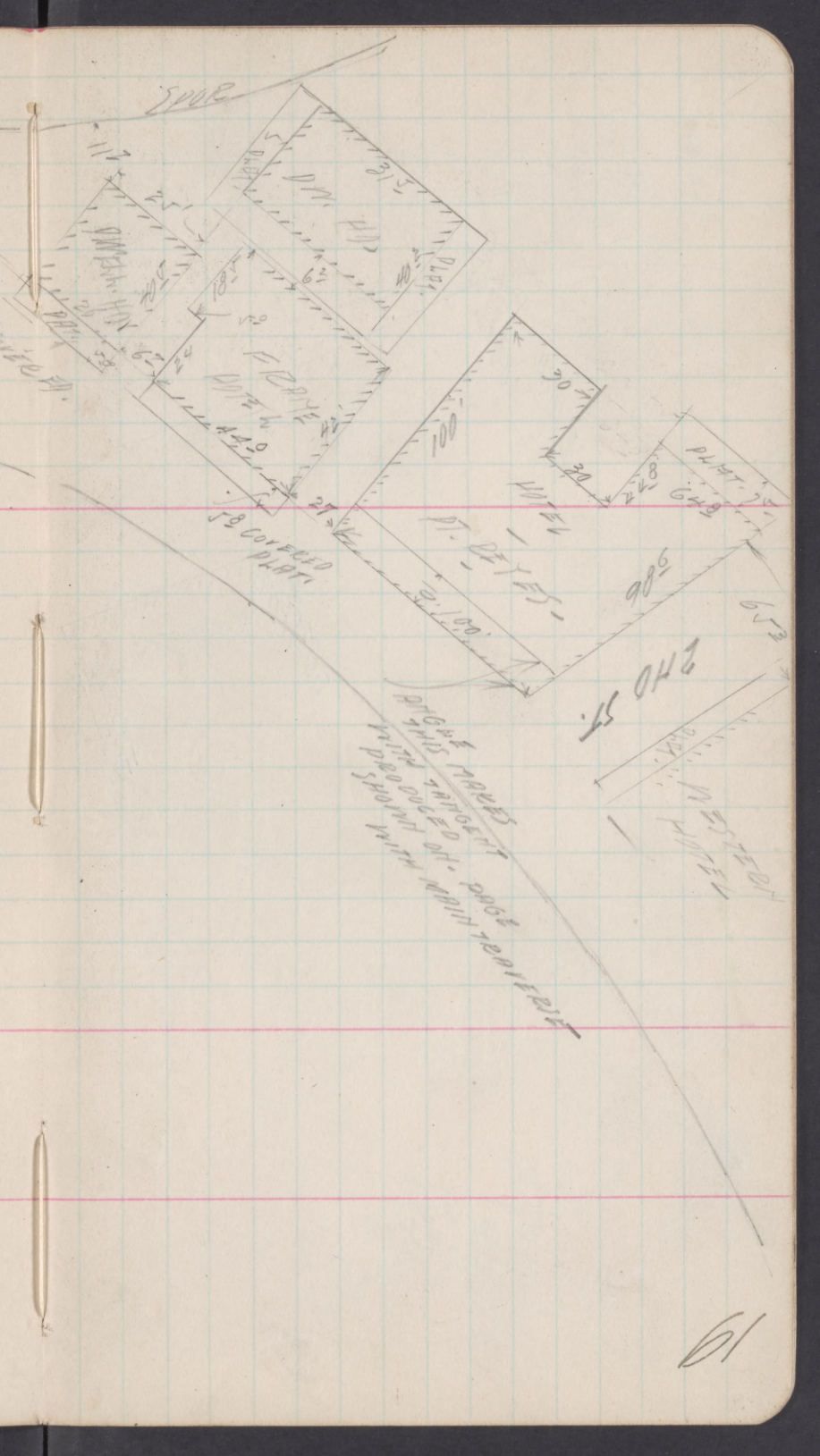
17

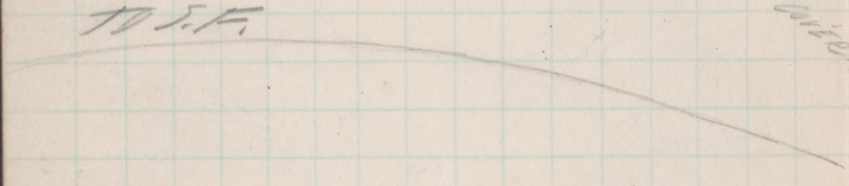


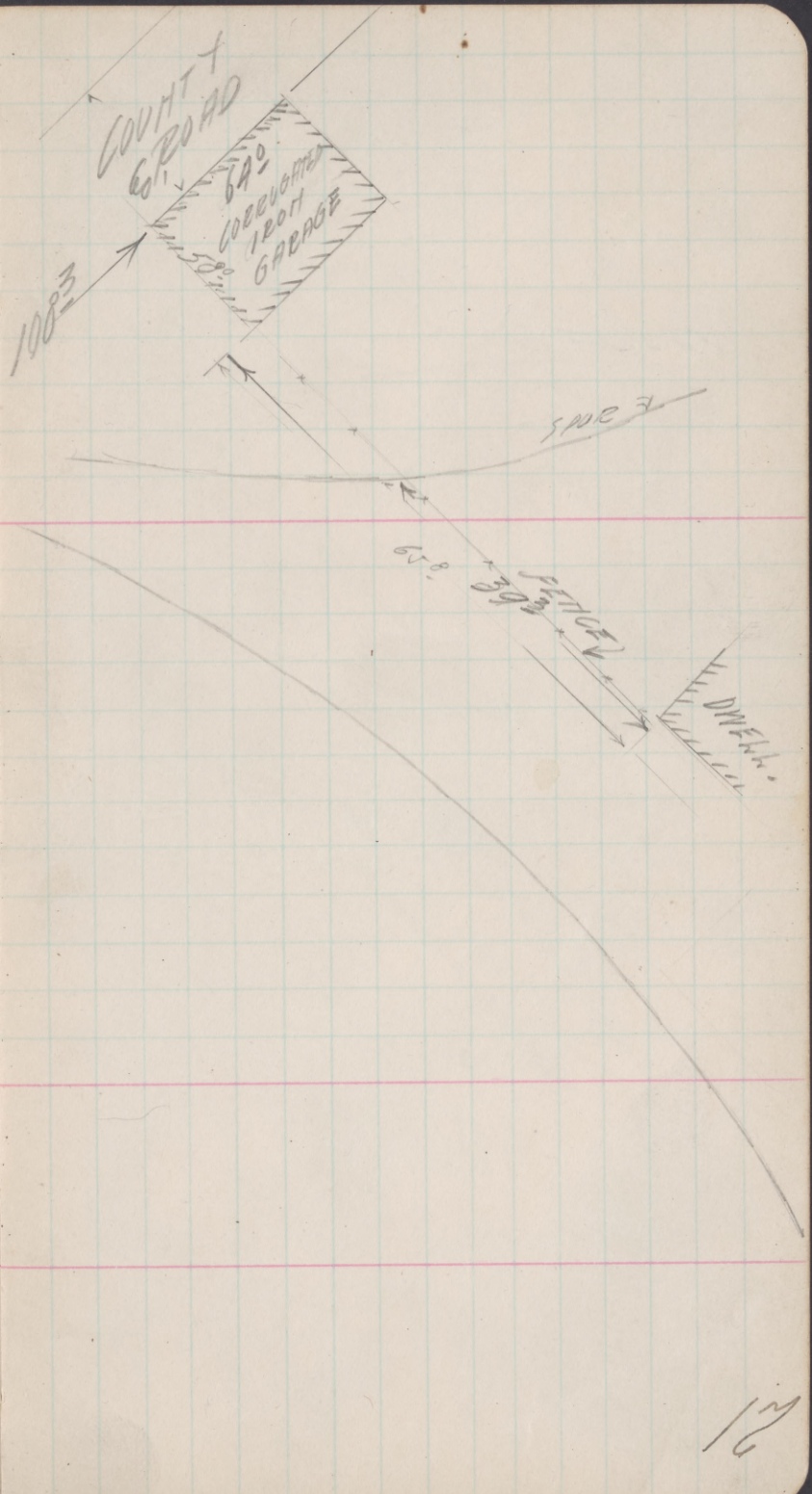
Bunk

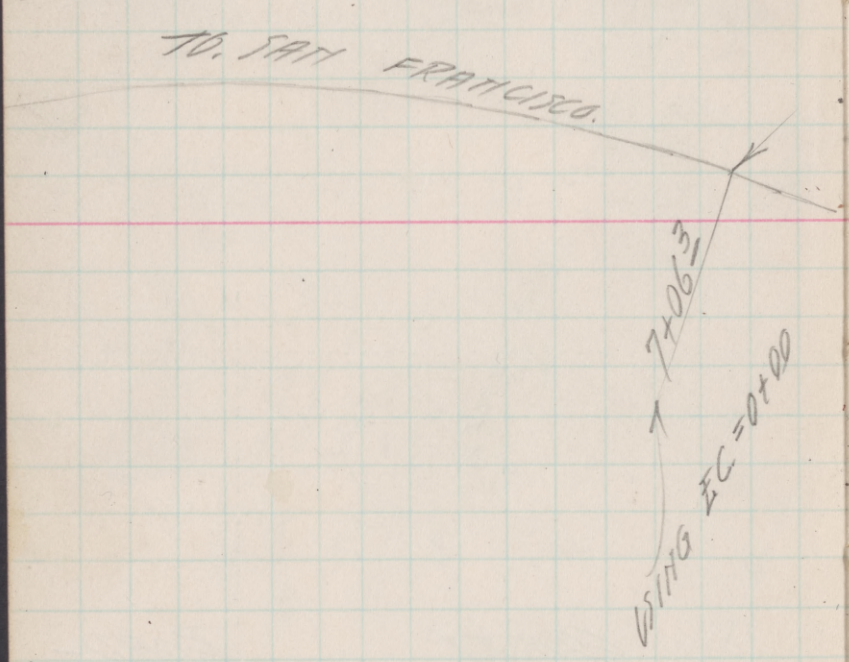




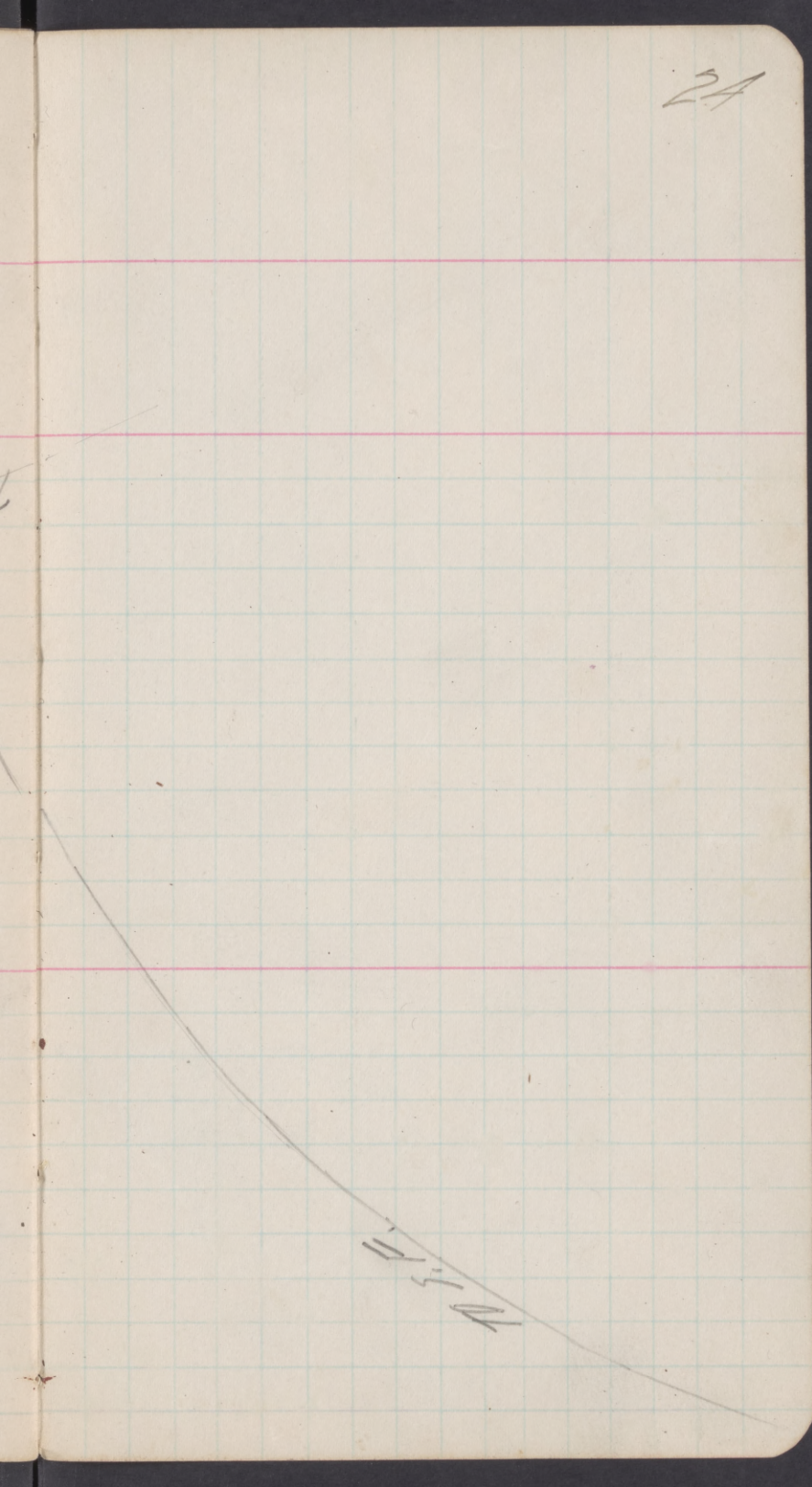

SPUR
PLOT
PLOT
PLOT


TO S.F.


COUNTY
ROAD
640
CORRUGATED
IRON
GARAGE
108
SPACE
60'
PETTICAW
39
DRIVEWAY


TO. SAN FRANCISCO.
1 7+06 3
USING EC = 0+00

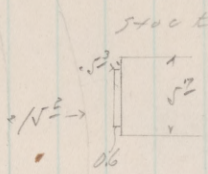
COUNTY ROAD
108.3
740.5
60
40
HIGH FENCE
6"
121.4
PUBLIC HIGHWAY
609
PROPERTY
39
38
37
DOUBLE DWELLING
79.3
44
1

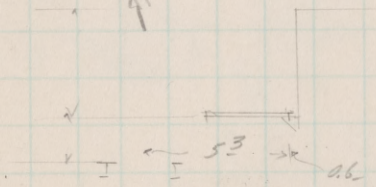


25

- STACK CHUTE -

MAIN LINE





POINT REYES.

impaired clearance

sketch submitted

27

EC. #1. Δ= Lt.
0+00

1+00 1-50'

1+62.8 P.S.

2+00 4-30

3+00. 7-16

-Pt. Reyes-

E.C. #1	1° 50'
#2	5° 18' 30"
#3	5° 41' 00"
#4	5° 20' 00"
#5	5° 16' 30"
#6	5° 32' 00"
#7	5° 35' 00"
#8	5° 30'

DS. 7+80 ±

℄ CG 7+90.3 ±5G.

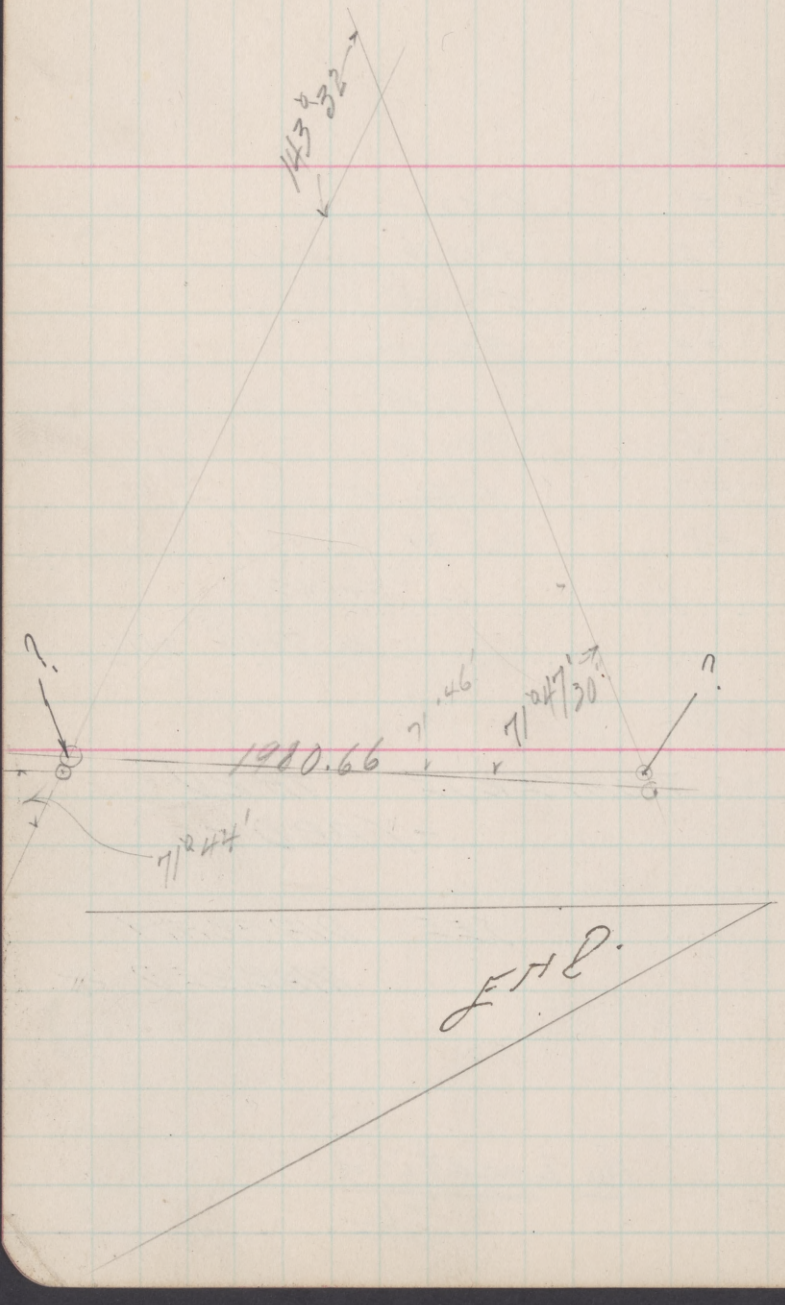
TRAVERSE THRU
-YARD-

SEE DIAGRAM
MARKED *
?

No Location
JHS.

29

Can not use



31

Pt. Reyes -

		Distance, Feet, from center ℄ track.
E.C. - 725+15.81		.27 Left
725		.46
724+50		.78 Left
724+00		1.19 "
723+50		1.59 "
723+00		2.10 "
722+50		2.76
722+00		3.28
721+50		3.67
721+00		3.42
720+50		4.00
720+00		4.42
719+50		4.57
719+00	Stake set:	4.65
718+50		5.02
718+00		5.39
717+50		5.56
717+00	△	5.60
716+50		5.74
716+00		5.95
715+50		5.91
715+00		5.87
714+50		6.00

SHOWING DISTANCES FROM-
THEO. 5°30' CURVE TO
ACTUAL TRACK CENTERS.

Δ = 143°33'.

714+00	Δ.	5.89
713+50		5.67
713+00		5.46
712+50		5.60.
712+00		5.58
711+50		5.39
711+00.	Δ.	5.21
710+50		4.37
710+00		4.08
709+50		3.80
709+00		3.58
708+50		3.31
708+00	Stake set.	2.76
707+50		2.48
707+00		2.06
706+50		1.73 ✓
706+00.		1.58 ✓
705+50		1.64 ✓
705+00	Stake set.	1.42 ✓
704+50		1.44 ✓
704+00	Δ.	1.45
703+50		1.22
703+00		0.68

35

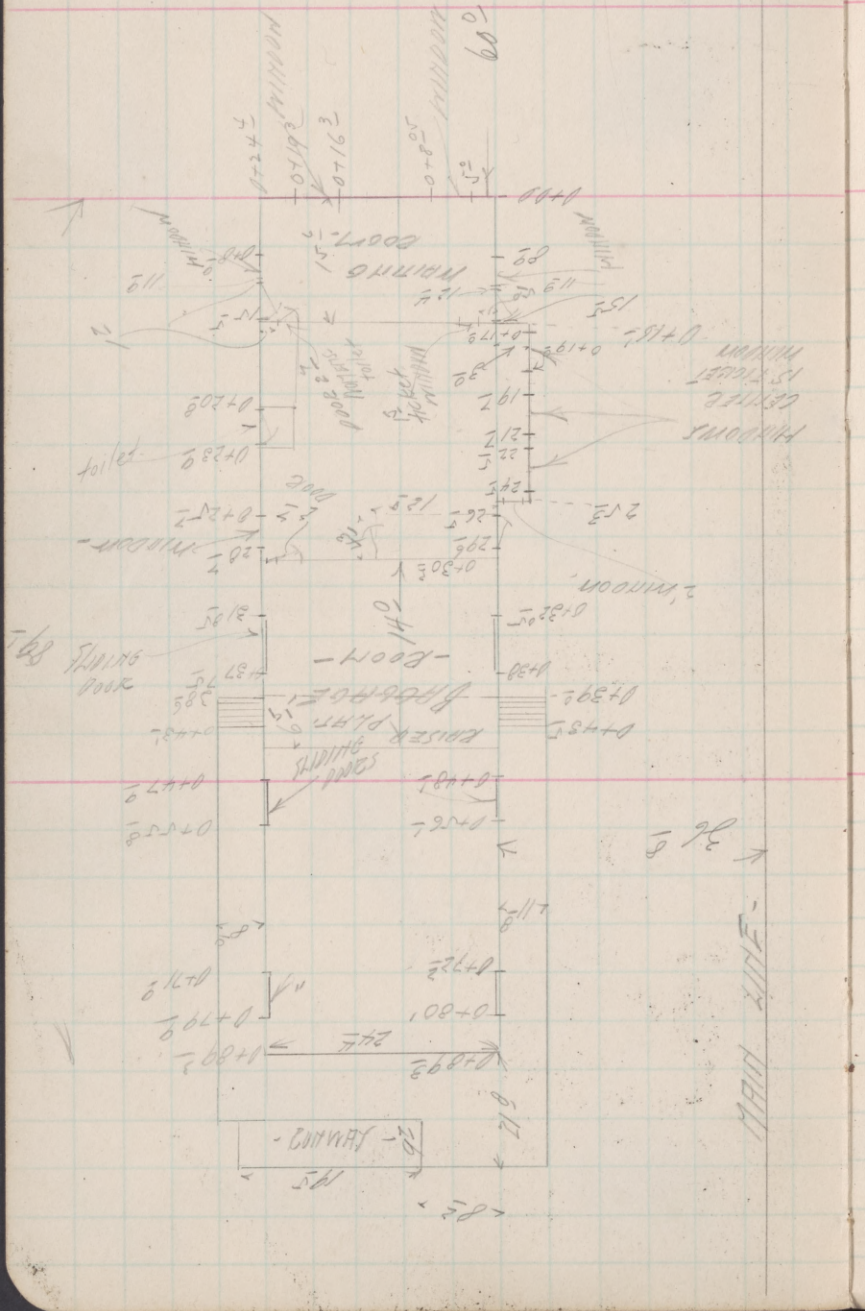
702+50		039 Left
702+00		0.23 "
701+50		0.02 "
701+00		.22 Rt.
700+50		.38 Rt.
700+00		.40 Rt.
699+50		.12 "
699+05	P.T. B.C.	.11 Lt.

E.T.D.

E.T.D.

37

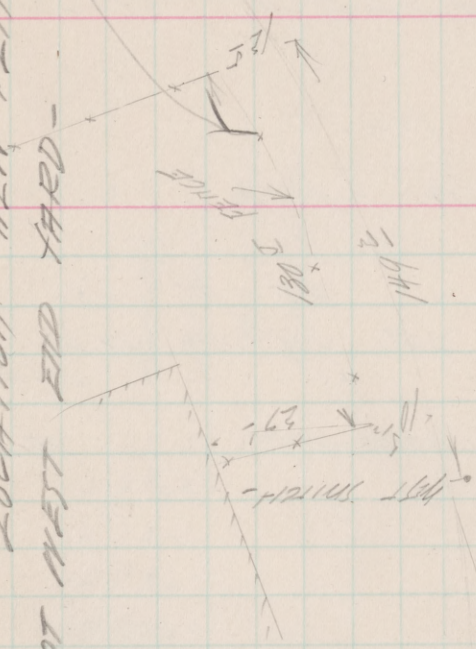
GUERNEVILLE
— DEPOT —



MAY-10-'15
M.H.W.
G.R.B.-

38

— GUERNEVILLE —



— GUERNEVILLE —

PLAN OF DEPOT

39

GUERNEHILLE

- LEVELS - ON -

4.85
1.95
5+50

WEST.

WEST SN. = 0+00.

05+09 EBH.

O.D.
TELESILE - 73FT. 07+44 ± N.B.H.

STA - TOP BOLT	+	-	ELEV.
WEST SWITCH } Lon SIDE = 1.94			50.59
1+50		2.2	
1+00		2.43	
1+50		2.63	
2+00		2.87	
2+50		3.07	
3+00		3.43	
3+50		4.01	
4+00		4.49	
4+50		4.74	
5+00		4.85	
5+09±		4.85	
5+50		4.85	
6+00		5.04	
6+50		5.24	
7+00		5.40	
7+50			
7+44±		5.68	Elev. 46.82

PROP. TRACK RAISING

H-1. V2. V3

ACTUAL ELEVATIONS TOP OF RAIL — MAIN LINE —

50.59 B.M.

50.33 ✓
50.10 ✓
49.90 ✓
49.72 ✓
49.46 ✓
49.10 ✓
48.92 ✓
48.04 ✓
47.79 ✓
47.68 ✓
47.68 ✓
47.68 ✓
47.49 ✓
47.29
47.13

H-1. V2, V3

41

-EAST-

-ASSUMED-

W. SWITCH = 0+00.

N. PROP. LINE	0+20.4	60 ft St.
E " "	0+84.0	
P.F.	0+74.6	
P.S. HOUSE TK.	4+17.6	
P.F. RIGID.	4+92.3	
W. PROP. LINE	5+03.0	
E. PROP. LINE.	5+24.5	
W. END DEPOT.	6+46.6	
W. PROP. LINE	9+26.6	
E. " "	9+78.3	
P.F. RIGID.	9+87.5	
P.S. HOUSE TK.	10+63.7	
P.F. RIGID.	10+77.5	
E. SWITCH.	11+51.8	
W. B.H.D.	12+41.7	74 ft
E. B.H.D.	13+69.0	
℄ RD XING.	14+38	

127.3

808+22 4 - ACTUAL - E.S.

808+42 8

809+06 4

808+96 8

812+39 5

813+14 7

813+26 2

813+46 9

814+68 5

817+49 0

818+00 7

818+09 6

818+86 1

818+99 9

819+74 2

820+64.1

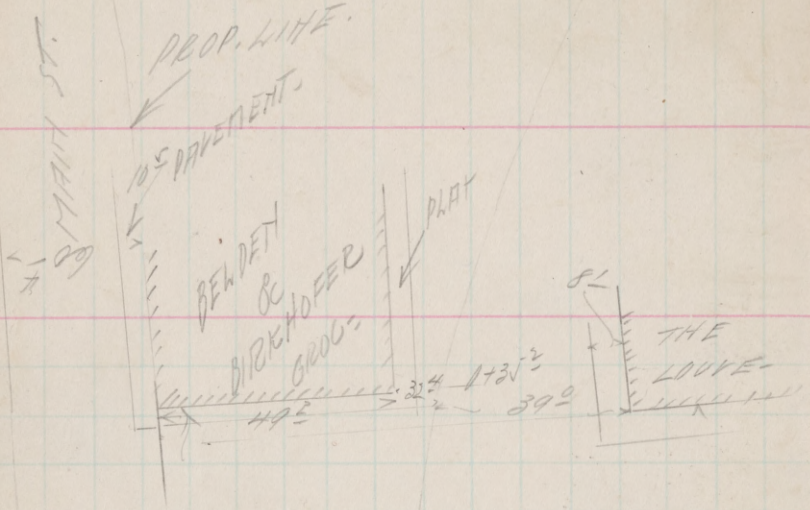
821+91 4

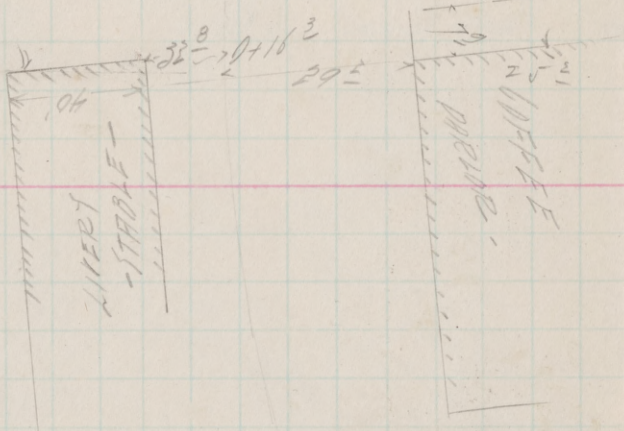
822+55 4

THIS CHAINING WAS FOR PURPOSE OF TAKING LEVELS ON TOP OF RAIL.

MORE ACCURATE CHAINING BY CHECK OF QUEENSVILLE —

43


PROP. LINE.
10± PAVEMENT.
BEHLERT & BIRKHOFER GROC.
PLAT
THE LOUVE-
32½
42±
39±


32½
39±
40'
STABLE
GARAGE

SALOON-

CINNABAR AVE

GUERDEVILLE

A5

LEVELS - 0+1

H.I. = 58.03

LEFT.

STA.	+	-	Rod	Elev.
TOP RAIL - 744 W. SH.			EDGE & WEST CURB	50.59
0+95			6.0 (51.97) 6.06 6.11 (51.92)	
0+50			(52.03) 5.67 5.86 5.47 5.82 (52.21)	
South Property Line MAIN ST. 0+73±			5.56 (52.01) 5.91 5.12 5.01 5.56 (52.47)	
℄ MAIN & CUMBERLAND			5.71 (52.32)	
℄ CUMBERLAND & N-LINE MAIN			5.71 (52.32)	
Begin. of bridge.			5.95 (52.08)	
top CURB - int. CURB-LINES of E-LINE CUMB. & N LINE MAIN - 4.1±			(53.62)	
top CURB - MAIN ST. S LINE			Rod -	
169.6 ft. east of E LINE CUMBERLAND =			4.2 (53.68)	
℄ MAIN AT THIS PT. =			-4.3	

(51.77) H 73.0 } 3 RD - 7.36 (int. Prop. Line)
(51.89) 2+07.8 } ST. 7.22
3+92.0 N LINE 4th ST.

CINNABAR AVE-

RT. H.I. 58.03

Sta-	+	Rod -			Elev -		
		E. Curb Line	℄ St.	W. Curb Line	E. Curb Line	℄ St.	West Curb Line
to rail N. Sta.							
top rail - ℄ St.		6.85	7.03	7.20	top rail - 57.18	57.00	56.74
1+25		6.18	6.00	5.83	57.85	57.68	57.20
1+50		5.25	5.30	5.80	57.78	57.73	57.23
1+75		5.12	5.20	5.74	57.91	57.83	57.29
2+00		5.25	4.83	5.53	57.78	57.20	57.50
2+50		5.74	5.16	5.37	57.29	57.87	57.66
3+00		6.14	4.92	5.29	56.89	57.11	57.83
3+50		5.00	4.30	3.40	57.03	57.73	58.63
3+75		3.95	2.70	1.20	58.08	59.38	60.83
4+00					*	57.33	
4+00-							

ANOTHER SET OF SIGHTS ON (*)

on Rt.	3+00	+38		57.33	H.I. = 59.18
	3+50	5.80 -3.65	2.20	57.383	57.48	56.93
4th.	57+3+92	5.42 -3.35		57.71	57.78	
60	57 4+52	-3.60				57.53

47

- LEVELS -

N. 5th. 0+00.	+	-	Rod Elev.
		B.M.	50.59
0+00	5 22	H.I. = 55.81	
0+50	4 90	Elevation.	50.91
1+00	4 59		51.22
1+50	4 49		51.32 ✓
2+00	4 42		51.39 ✓
2+50	4 42		51.39
3+00	4 58		51.23
9+50	4 63		51.18
4+00	4 65		51.16 ✓
4+50	4 66		51.15 ✓
5+00	4 72		51.09 ✓
to Walk. &	4 75	CHURCH ST.	51.06 ✓
5+50	4 84		50.97 ✓
6+00	5 04		50.77
6+50	5 30		50.51 ✓
7+00	4 49		51.32 ✓
7+50	4 73		51.08 ✓
8+00	6 00		49.81 ✓
8+50	6 40		49.41 ✓
9+00	6 79		49.11 ✓
9+50	7 15		48.63 ✓
10+00	7 58		48.23 ✓

TOP RAIL.

EAST.

H.I. = VV.81

		VV.81
10+50	7 7/2	48.09 ✓
11+00	8 1/2	47.71 ✓
11+50	8 4/2	47.41 ✓
12+00	8 4/2	47.35 ✓
12+41.7 W.B.HD	8 V/3	47.28 PROFILE FIGURES 47.12
12+50	8 V/7	47.24
13+69.2 E.BK.HD.	9 4/2	46.41
14+00	9 9/9	45.87
14+50	10 7/2	45.11
15+00	11 6/2	44.31

LEVELS ON CHURCH St. from same set up.

LEVELS ON TOP OF RAIL THRU QUERNEVILLE YARD

49

- LEVEL OF CHURCH ST -

RIGHT.

H.I. = 55.81

0+00 ℄ MAIN -		Elev.
0+50	4.24	51.57
1+00	5.00	50.81
1+50	5.73	50.08
1+86 ± N LINE 3RD ST.		
2+00	5.80	50.01
2+32 ± S. " " " "		
2+50	6.04	49.77
3+00	6.00	49.81
3+50	6.12	49.69
3+93 ± S. LINE 4th St. 7° ±	7.35	48.46

Elevations are along ℄ Street and to right and left of main line.

- GUERNEVILLE -

MAIN
LINE -

LEFT

H.I. = 55.81

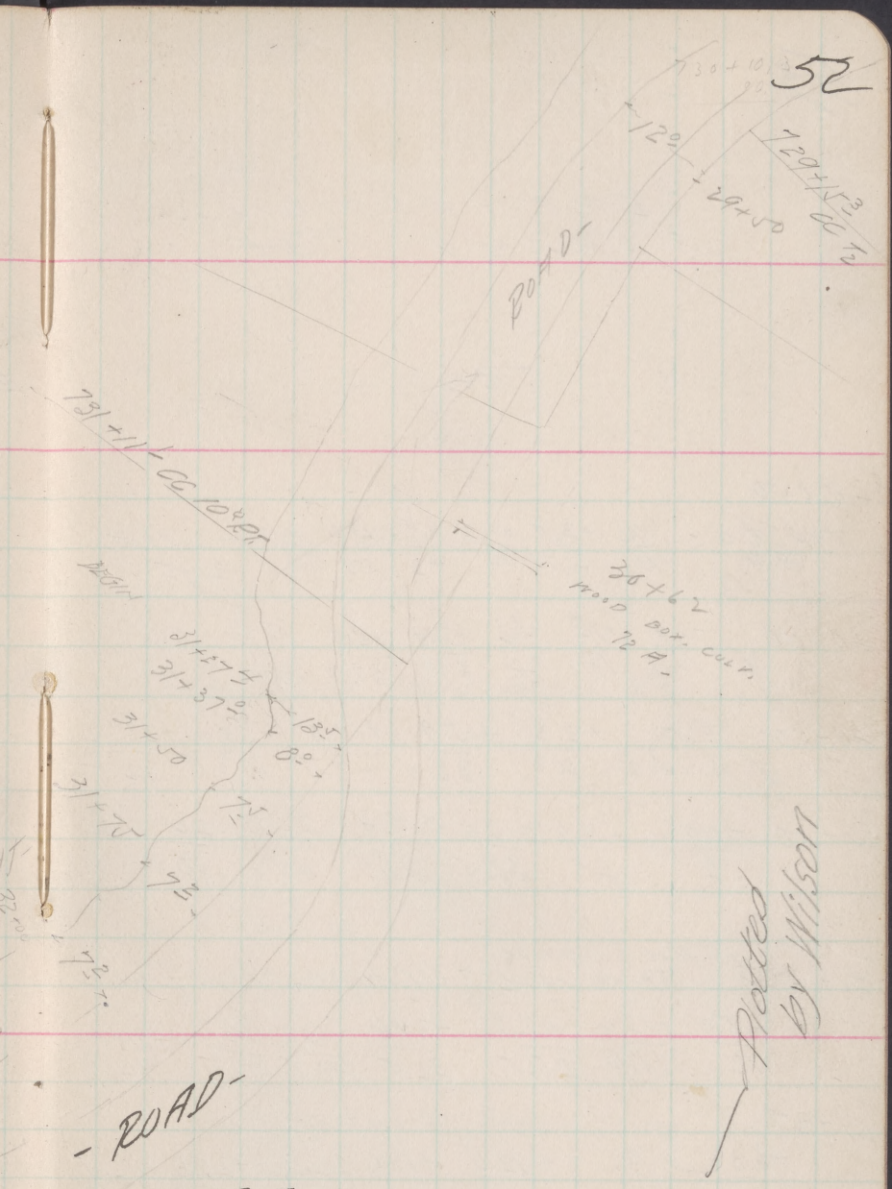
0+00 ℄ MAIN -

		Elev.
0+50	4.33	51.48
1+00	4.45	51.36
1+50	4.24	51.57
2+00	3.90	51.91
2+50		
2+60 ℄ MAIN -	3 36	52.45

51

ROAD

STA.	BASE-	HYPOT.
31+27½	13½	19³
31+37	8⁰	19⁰
31+50	7½	21⅙
31+75⁰	7½	25⅝
32+00	7½	23⅙
32+19⁰	7⁹	17½
32+25⁹	8⁰	20⁹



- ROAD -

- CROSS-SECTIONS -
AT ROCKY PT. EAST
OF RICHARDS -
OBJECT TO
ELIMINATE DOUBLE
ROAD CROSSING -

53

CROSSECTIONS.
ROCKY Rt.

Rt.

729+50

top 7/8 - +0.2 / 12. +3.5 / 21.0 +4.2 / 30 9.7 / 42. 13.0 / 52. thence vert. 20 ft.
00.0

730+00 ✓ -0.6 / 12.0 +1.8 / 16.0 +3.2 / 22 +7.4 / 31.0 12.0 / 37.0 19.0 / 42.0

730+50 -0.2 / ✓ 16.0 top +2.3 / 20.0 +5.8 / 32.0 +12.0 / 43.0 +18 / 48.0 +23. / 52 1/4 pl.

731+00 -0.8 / 12 +3.0 / 21. +12.0 / 30.5 +19.4 / 38.0 24.0 / 45.0 20 / 50.0 1/2 pl. 1/2 pt.

731+27 4 levels above ft. on rock + distance there from.
+8.3 / 12.0 +12.0 / 18.0 +17.8 / 25.5 +24.0 / 32.5 +30.0 / 40.5 36.0 / 51.5 then 1/2 pl.

731+37 Level above ft. on rock.
+6.8 / 14.0 bolt. 14.0 panora. 4 wires. +12.0 / 23.0 +19.4 / 32.0 +24.0 / 38.0 +29.0 / 43.0 1/2 pl.

731+50 ✓ levels above ft. on rock
+1.0 / 5.0 +5.0 / 12.0 12.0 / 22.0 Same as 31+37 -0

732+75 levels above ft. on rock
+7.5 / 12 +12.0 / 24.0 +18.5 / 36.0 24.0 / 43.5 Vert. 16 ft. 20 ft.

L+

top tie - $\frac{-0.7}{11^{\circ}}$ thence 1½ to 1. slope.
00.

distance to edge bank 9°

" " " " 8°

" " " " 8½

" " " " 8

" " " 9°

" " - 22½

" - - 37°

55

LEVELS ON ROCKS

Rt.

levels above ft. on rock

32+00.

+2.0 +7.5 +12.0 +24.0 1 to 1 slope.
12.0 24.0 30.5 32.5

32+25 levels above ft. on rock-

+2.6 +6.0 +8.0 1/2 to 1 - rock-
12.0 17.0 22.0

32+50 from top. ft - 0.0

0.6 +6.0 +12.0 +8.5 +24.0 29.0 1/2 to 1
7 toe 16.0 28.0 37.0 44.5 47.5

32+75 +0.6 8.0 45' rt.
— toe 12.0 16.0 Same " pole 1

33+00 -1.0 +5.0 +0.8 +17.0 +22. 3/4 to 1
16.0 toe 22.0 31.6 41.0 45

33+75 +0.8 +4.0 +12.0 3/4 to 1 - rock
22 toe 26.0 36.0

Road - turns to rt leo ft.
Angle 30° more

POINT

4.

distance to top bank

" " " " 39 6

" " " 43 8

" " " 16 0

" " "

16 0

" " " " 8 5

33 25 0 8 5

" " " " 6 5

" " "

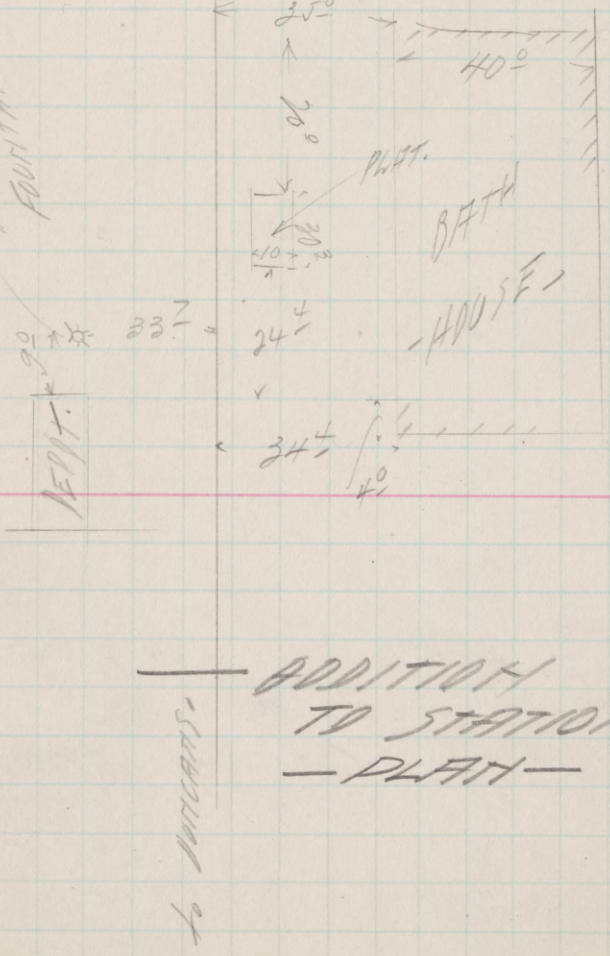
57

LEVELS - ON top tie -

Sta.	Rod
729+50	5 60
730+00	5 72
730+50	5 60
731+00	5 50
731+25	5 57
731+50	5 21
731+75	5 11
732+00	4 93
732+25	4 85
732+50	4 80
732+75	5.10
733+25	5 40
733+75	5 75

FAST
SWITCH
27+03

- RIDTH IDD -


25°
40°
30°
PLAT.
BATH
HOUSE
30.3
10±
24±
34±
40°
33.7
21±
20°
BUILDING
FOUNDATION
KEDIT
ADDITION
TO STATION
PLATT
SUBURBAN ST

59 RIO HILDO

- TO FULTON -

TO WATER TANK

LOCATION WATER PIPE

RUSSIAN RIVER

LAND CO.

3" PIPE.

735+50

35+50

36+00

36+50

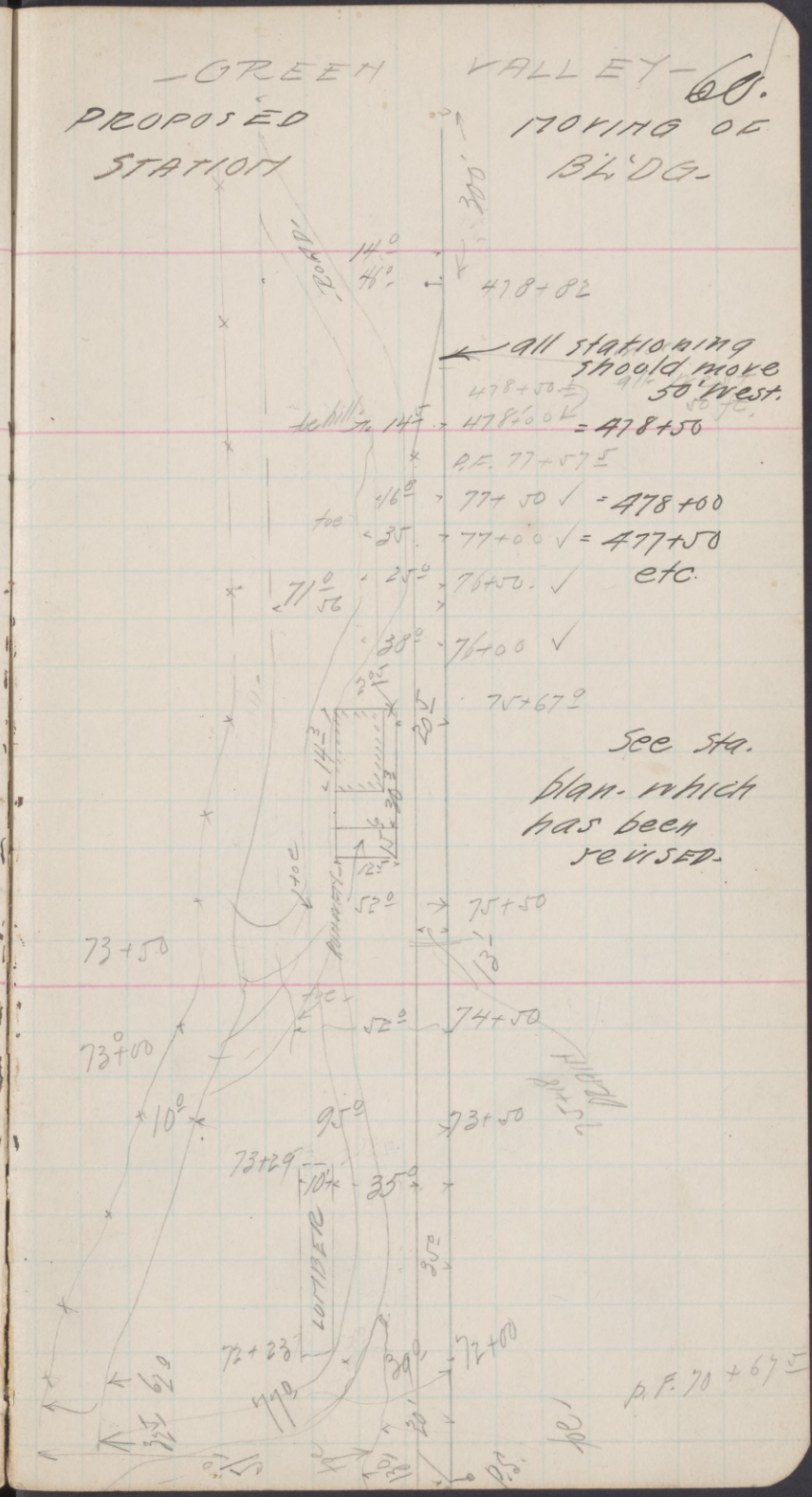
36+60 72 B

37+00

37+50

38+00

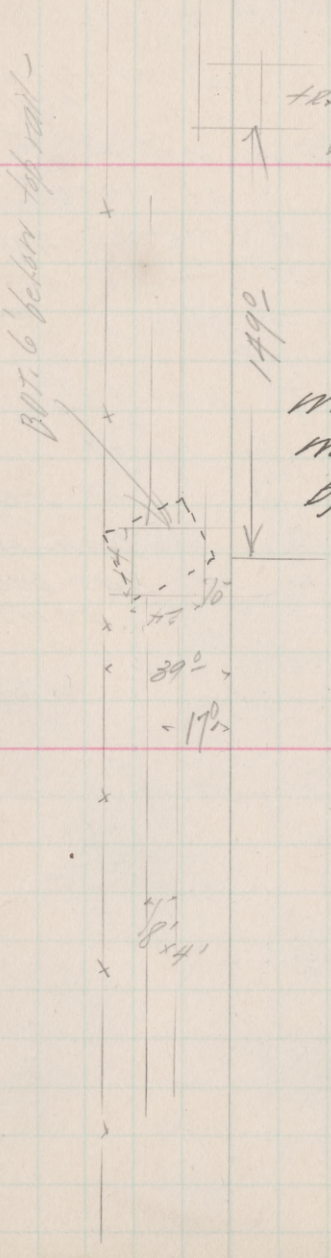
B.C.

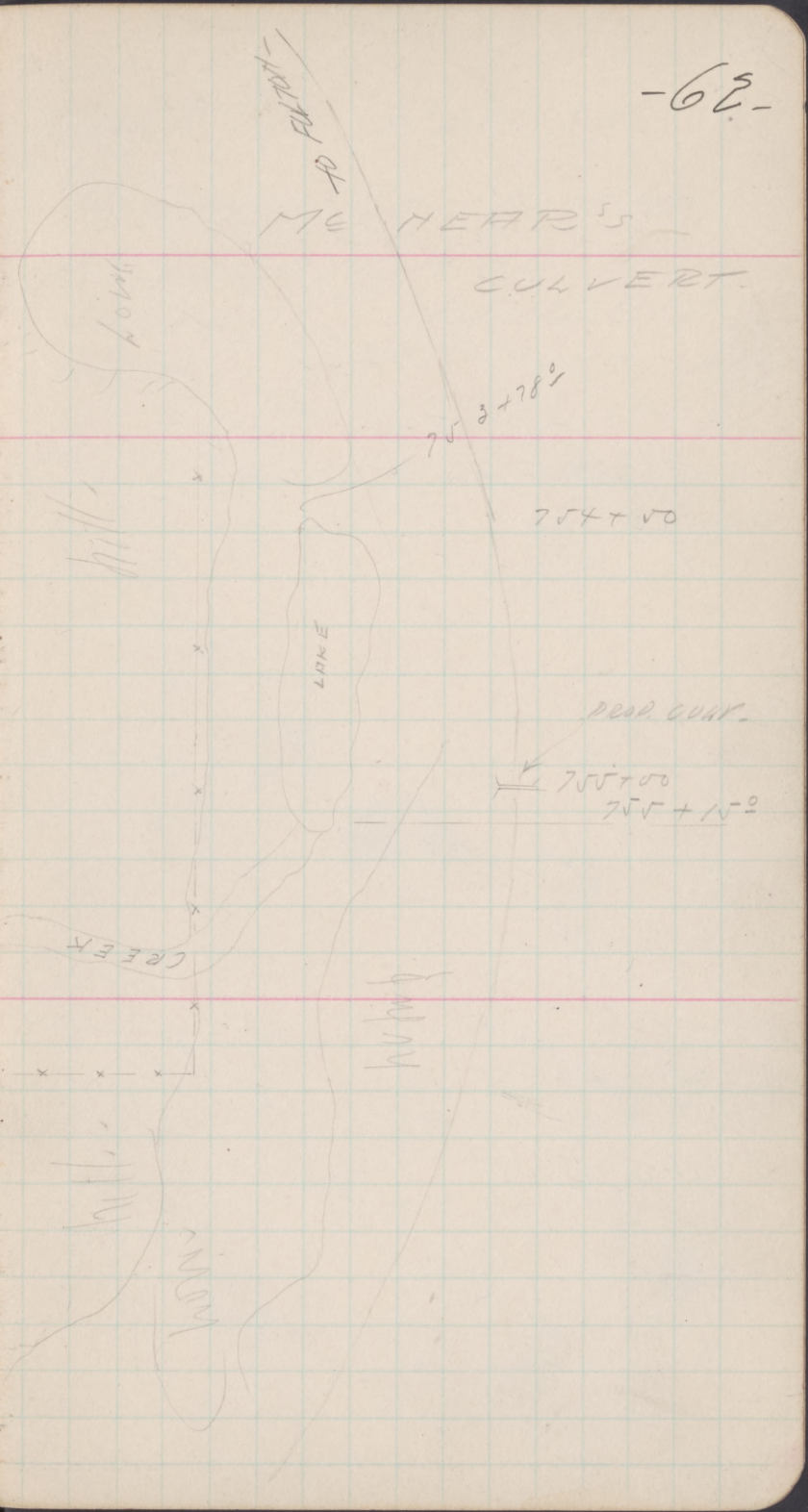

-GREEN VALLEY-
PROPOSED STATION
MOVING OF BLDG.
478+82
all stationing should move 50' west.
478+50
478+00 = 478+50
P.C. 77+57
77+50 = 478+00
77+00 = 477+50
etc.
76+50
76+00
75+67
See sta. plan which has been revised.
75+50
74+50
73+50
73+29
72+23
72+00
P.C. 70+67
Tangent
Curve
Tangent

6/

✓

-MIRABEL PARK-




MEHERS
CULVERT
75+78
75+70
DEAD END
75+00
75+14
LAKE
CREEK

63

MS NEAR'S

CULVERT-

-R+-

T- Sec. H.I. = 49.52

Sta | + | T | - | B.M.-

755+15 — 3.52 Elev. top pipe = 46.00 top pipe -

Ground: 4.22 | 5.6 | 8.3 | 13.5 | (35.12) | (37.32) | (39.12)

7.0 | 10.7 | 15.5 | 46.0 | 80 | 104. | 120.

(45.30) | (43.92) | (41.22) | (36.02) | 10.2 | 3.5 | fence

150 | 200 top | top

(39.32) | (46.02)

754+48 — (46.00) | (45.22) | (44.17) | (41.37) | (35.02)

3.52 | 4.30 | 5.35 | 8.75 | 14.2 | 14.8

top pipe | 7.0 | 11.04 fence | 14.5 | 48.0 | 64.8 top

(35.32)

13.1 | 11.3 | 8.35

80. | 88.0 | 100. fence

(36.42) | (38.22) | (41.17)

753+78 — (44.42) | (41.87) | (36.72) | (39.62) | (40.72)

Ground: 3.29 | 4.0 | 5.1 | 7.65 | 12.0 | 9.9 | 7.8

top pipe | 7.0 | 10.5 | 14.5 | 44.0 | 78.0 | 95.0

46.23 | 45.52

(46.44)

753+00 — 3.08 top pipe | 7.8 | (38.22) | (36.12) | (33.92)

fence 3.8 | 8.6 | 11.3 | 13.4 | 15.6 | 14.0

0. | 14.5 | 80. | 98.0 | 130. | 142

(45.73) | (43.92) | (41.72) | (38.52)

BETWEEN GUERNE-
VILLE & REITEDA. 64

SHOWING CONDITIONS
AT LOCATION OF
CULVERT DESIDERED
BY -LEFT- MCHEAD

(45.25) (40.87)

3.52 4.27 8.65
top hc. 9.0 130

See-
drawings-
HD.

✓

49.52
3.51
46.00

✓

✓

✓

CONTINUED
-OVER.

65-

7+56+00 top 42.46°

45.43 45.88 44.57 41.76 37.32

3.51 4.09 3.64 4.45 7.76 12.2

top tie 10.0 11.5 fence 14.5 toe 36 75

35.92 13.6 9.5 40.02 ✓

100. 132 fence toe fence 2 to 1 slope

4.28 45.24

top tie

7+58+00. 35.12

7.0 7.6 toe 9.8 14.1 15.7 14.4 6.2

11.5 fence 14.5 38.2 77 90 110 toe 4 top

42.52 41.92 39.72 35.42 33.82 42.32

All rod readings from one set up.

-LEVELS- ALONG
LOWEST PTS. MC
MEARS- LAND-

0+00 = ℄ CREEK- STA. EAST-

	Rod-	Elev-
0+00		
0+50	13.7	35.8V
1+00	14.4	35.1V
1+50	14.2	35.3V
2+00	14.6	34.9V
2+50	15.7	33.8V
3+00	15.7	33.8V
3+50	14.9	34.6V
4+00	15.3	34.2V
4+50	14.2	35.3V
5+00	13.5	36.0V
5+50	11.6	37.9V
6+00	11.6	37.9V
6+50	11.0	38.5V
7+00	11.3	38.2V
7+50	11.9	37.6V
8+00	11.7	37.8V
8+50	12.4	37.1V
9+00	13.0	36.5V

9+20 ℄ DITCH UNDEC TRESTLE 72C
top rail- trestle. = 44.17

67

LEVELS - ON MEMBERS -

CULVERT -

left.

JUNE 15th

	00	-1.0	-5.5	-12.6	-16.6	-22.0	-28.0
to ft.	9.0	13.0	34.0	60.0	74.0	88.4	
Elev. 40.00.	(45.00)	(40.50)	(33.40)	(29.40)	(24.0)	(18.0)	

- these last taken with hand level -

-FULTON-

SCALES-

Bot. scale pit. Rod - $11\frac{0}{}$

water stands - $3\frac{0}{}$ in pit.

top rail - $4\frac{45}{}$

sump hole - water level - $8\frac{2}{}$ $103\frac{58}{}$

= is $1\frac{0}{}$ deep - Rod - $10\frac{0}{2}$

top tie spur = 7.15

ground - $= 8\frac{6}{}$ other side spur

then - 100 $8\frac{7}{}$

200 bot. ditch at turn table $9\frac{0}{}$

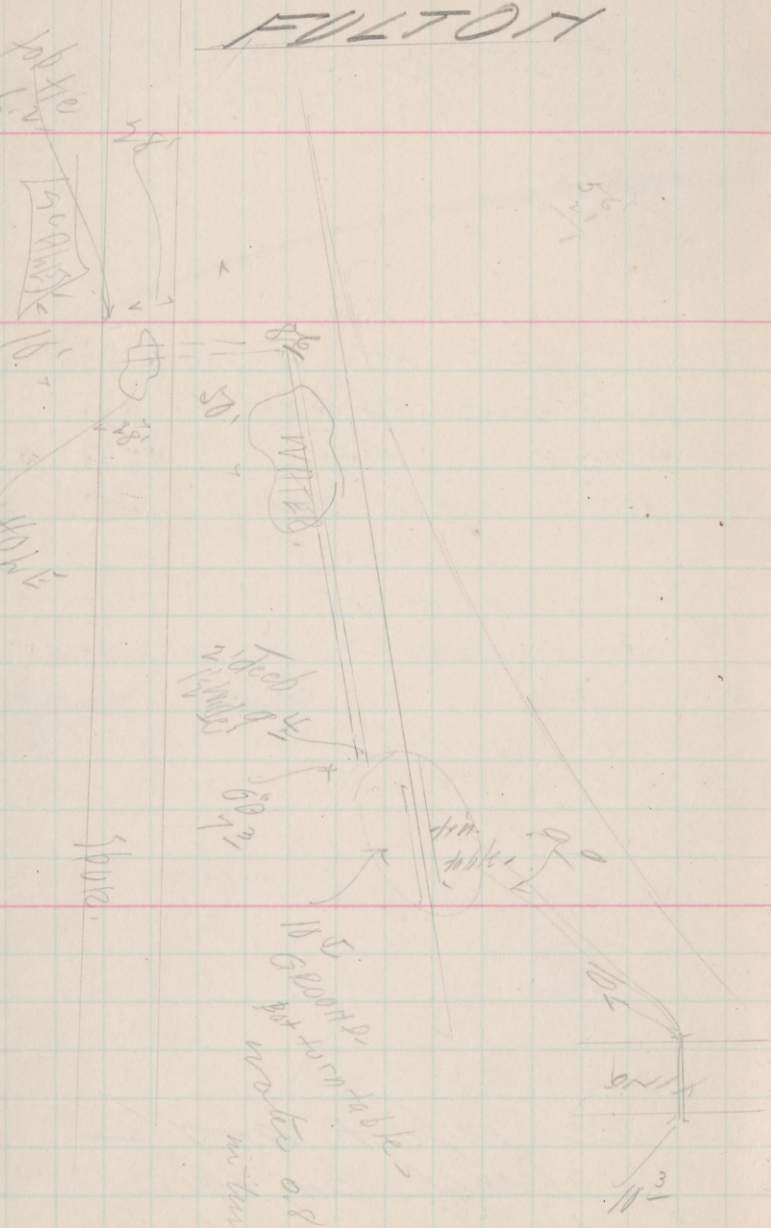
top weighing beam.

$3\frac{1}{2}$ ft from bot. pit.

- see report and -
sketch on this.
trouble lies in hole
in bottom of scale pit
thru which seepage
water enters-

-69-

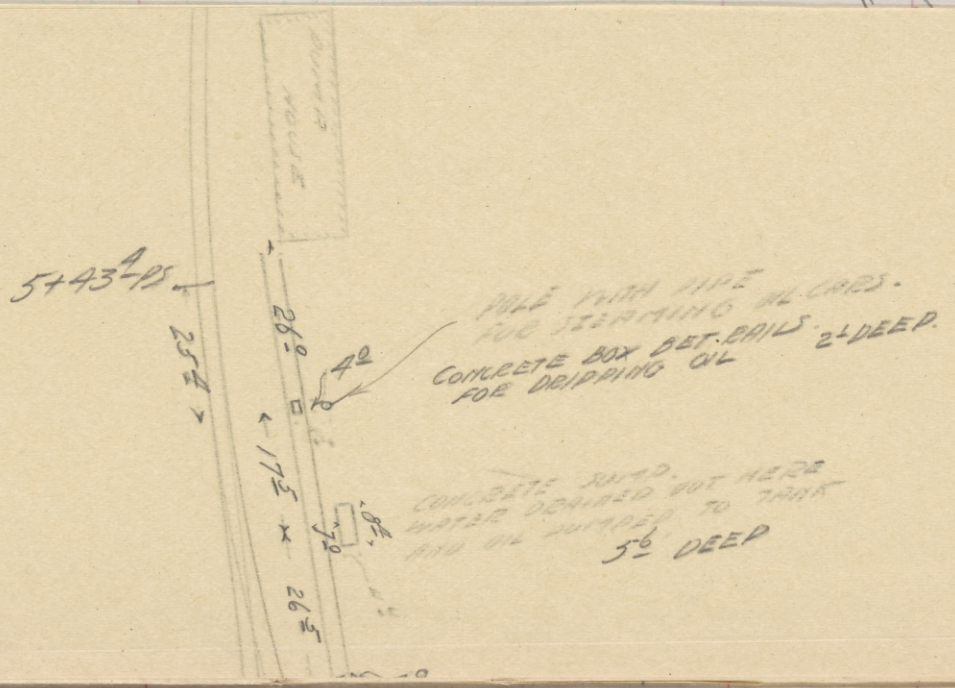
FULTON



-FULTON-

INVESTIGATION ON
WATER ENTERING SCALE
DIT. MAY-1915

SEE FILE ON THIS-
M.H.N.


5743-8
29'-4"
26'-0"
4"
FILE WITH NINE
NO. 16 PENNING NAILS.
CONCRETE BOX DET. RAILS 2'-4" DEEP.
FOR DRIPPING OIL
CONCRETE RUNAD.
WATER DRAINED OUT HERE
AND OIL PUMPED TO TANK
3'-6" DEEP
17'-5"
26'-3"

72

LTON —

65# CUERTEVILLE

RANCH —

MAY-1915

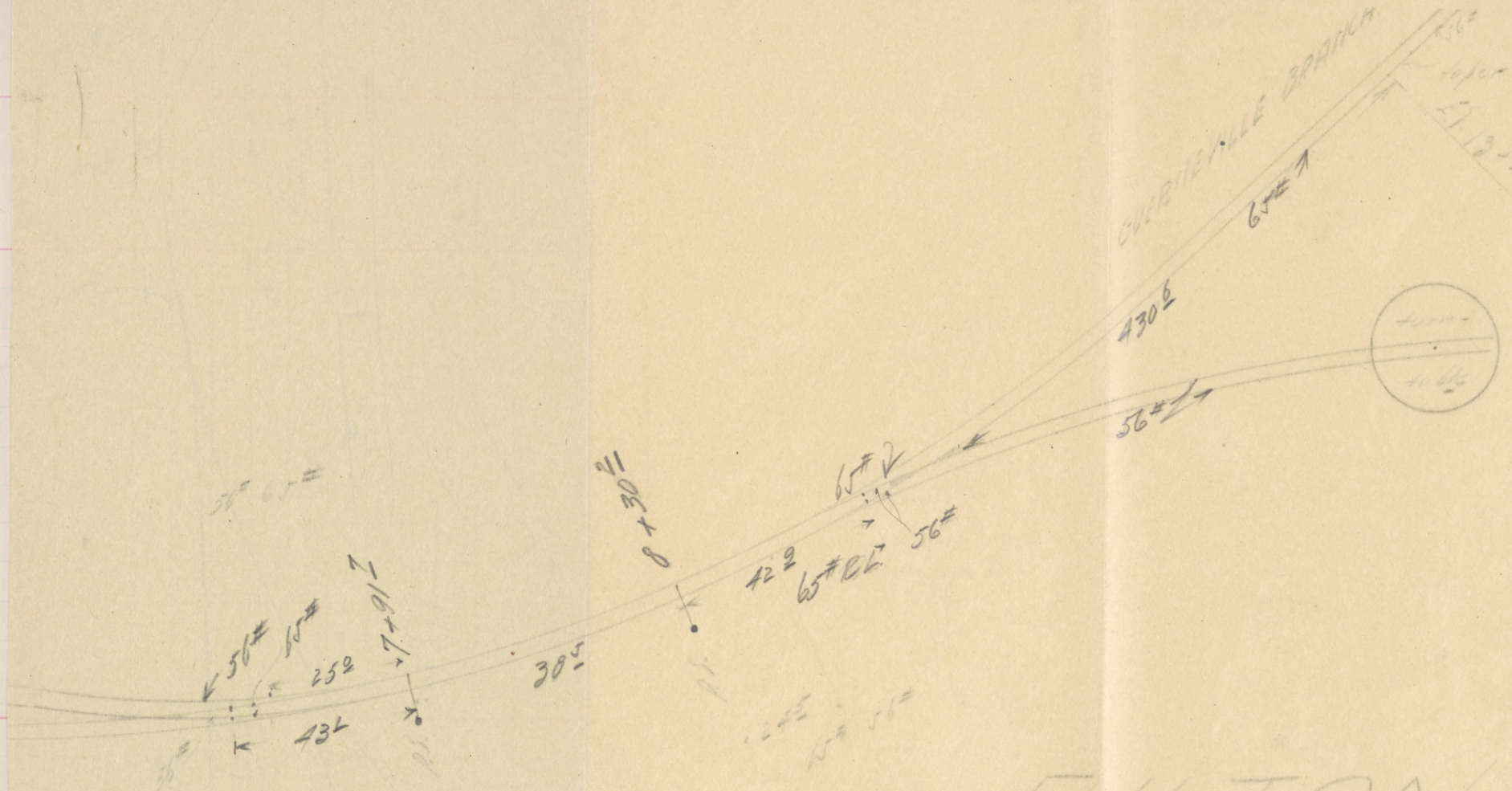
-MAY-

- FULTON -

- LOCATION OIL DRAINS -

N. W. R. NOV. 1914 -

MAY-1915.



— FULTON —

SHOWING END OF 65# CUERRIEVILLE — BRANCH —

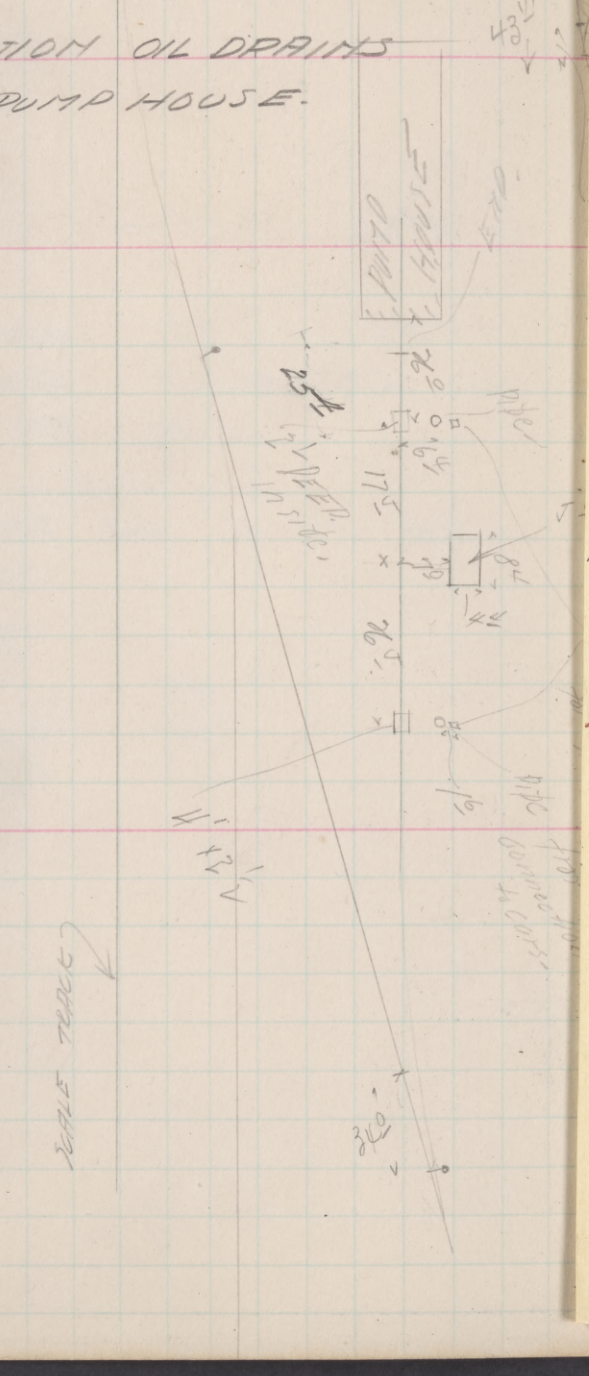
MAY - 1915

- MAIN -

71

- FULTON -

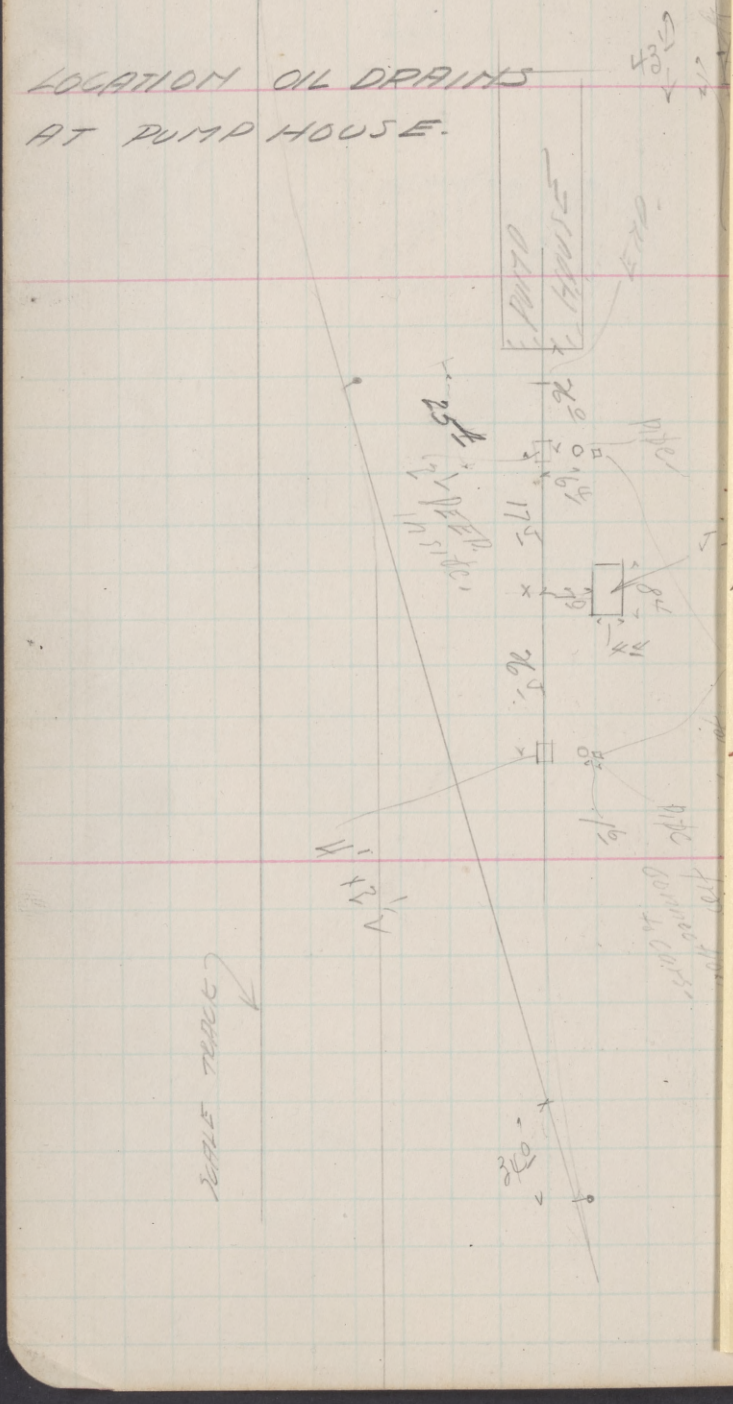
LOCATION OIL DRAINS
AT PUMP HOUSE.



71

- FULTON -

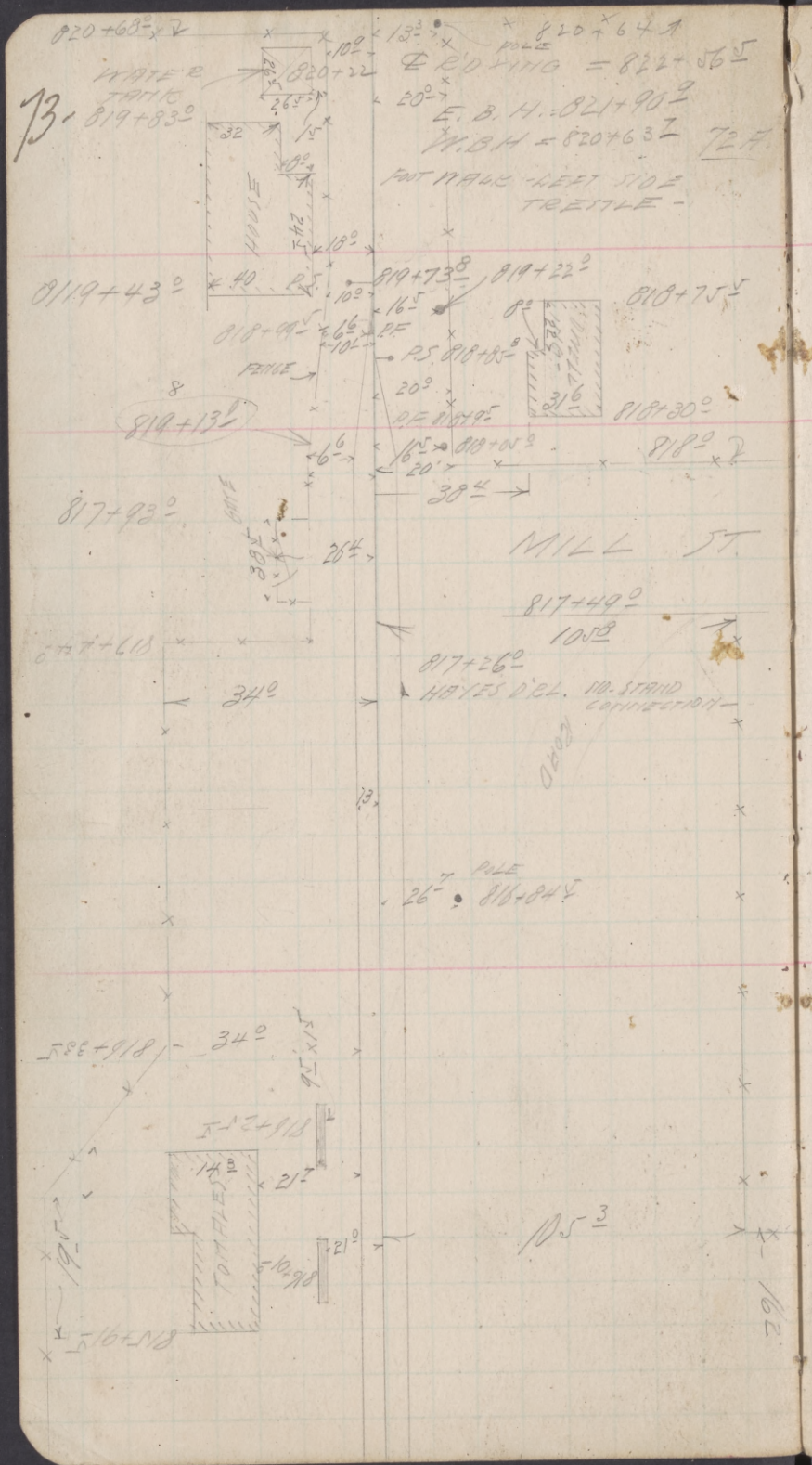
LOCATION OIL DRAINS AT PUMP HOUSE.



71

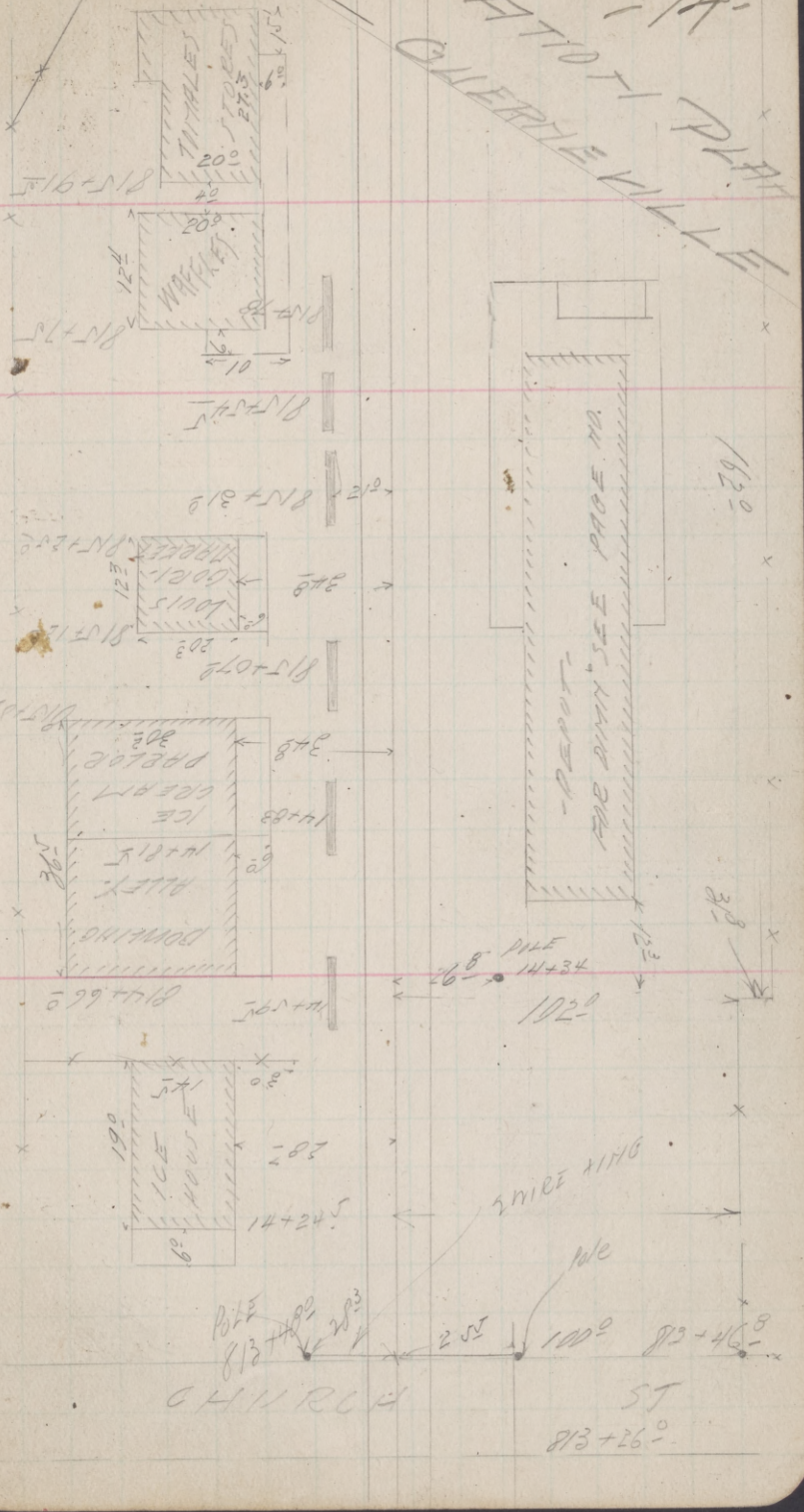
LOCATI

AT PU

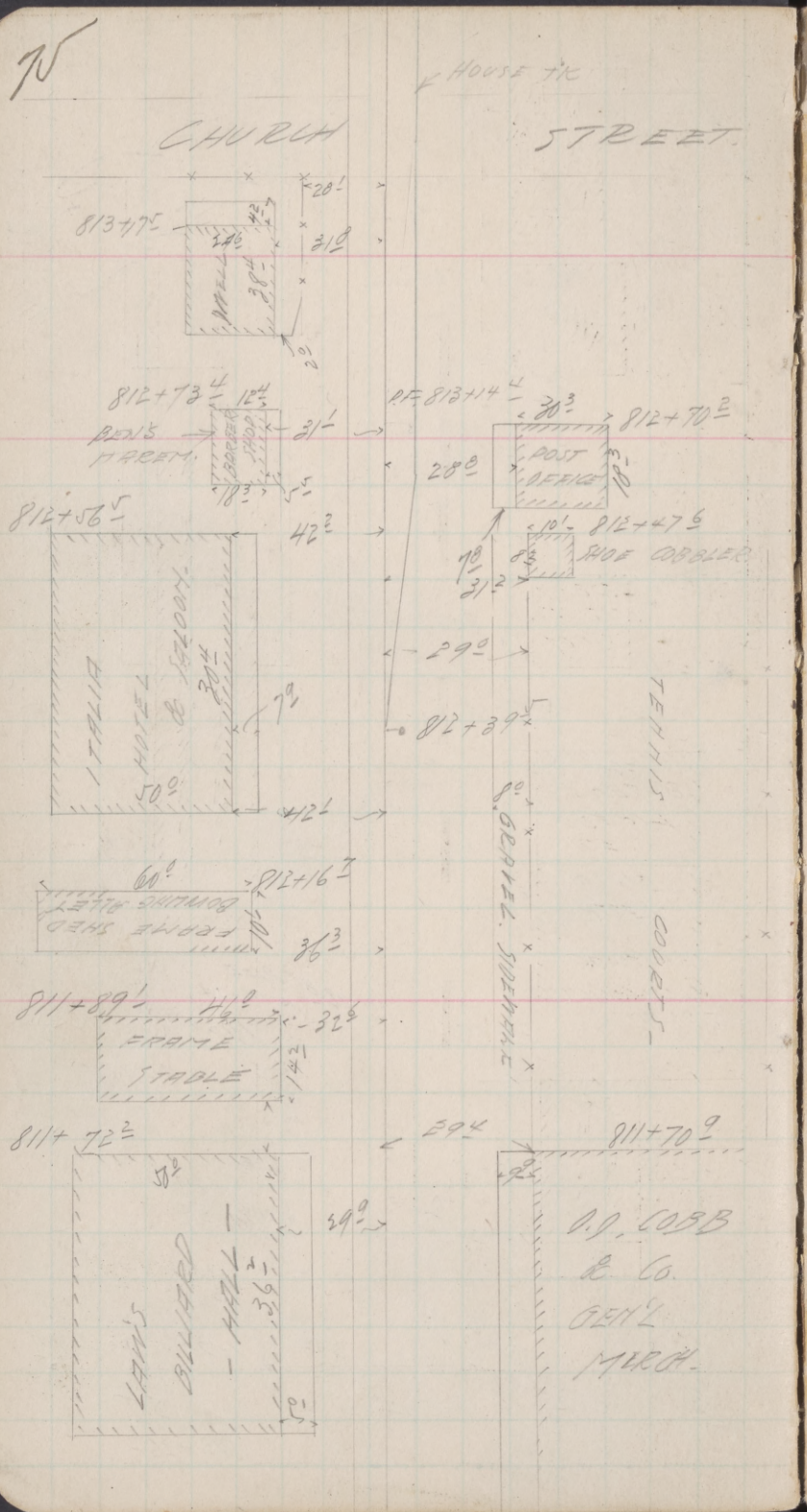

820+68
820+22
819+83
819+43
818+98
818+13
817+93
817+61
818+73
819+22
818+75
818+30
818+05
817+49
817+26
816+84
818+38
818+21
818+91
MILL ST
HAYES DEL. NO. STAND
PAINT MALL
TRESTLE
WHITE
TANK
HOUSE
PS
PE
FENCE
POLE
E. B. H. = 821+90
W. B. H. = 820+63
72 ft
73
34
28
26
21
14
10
105

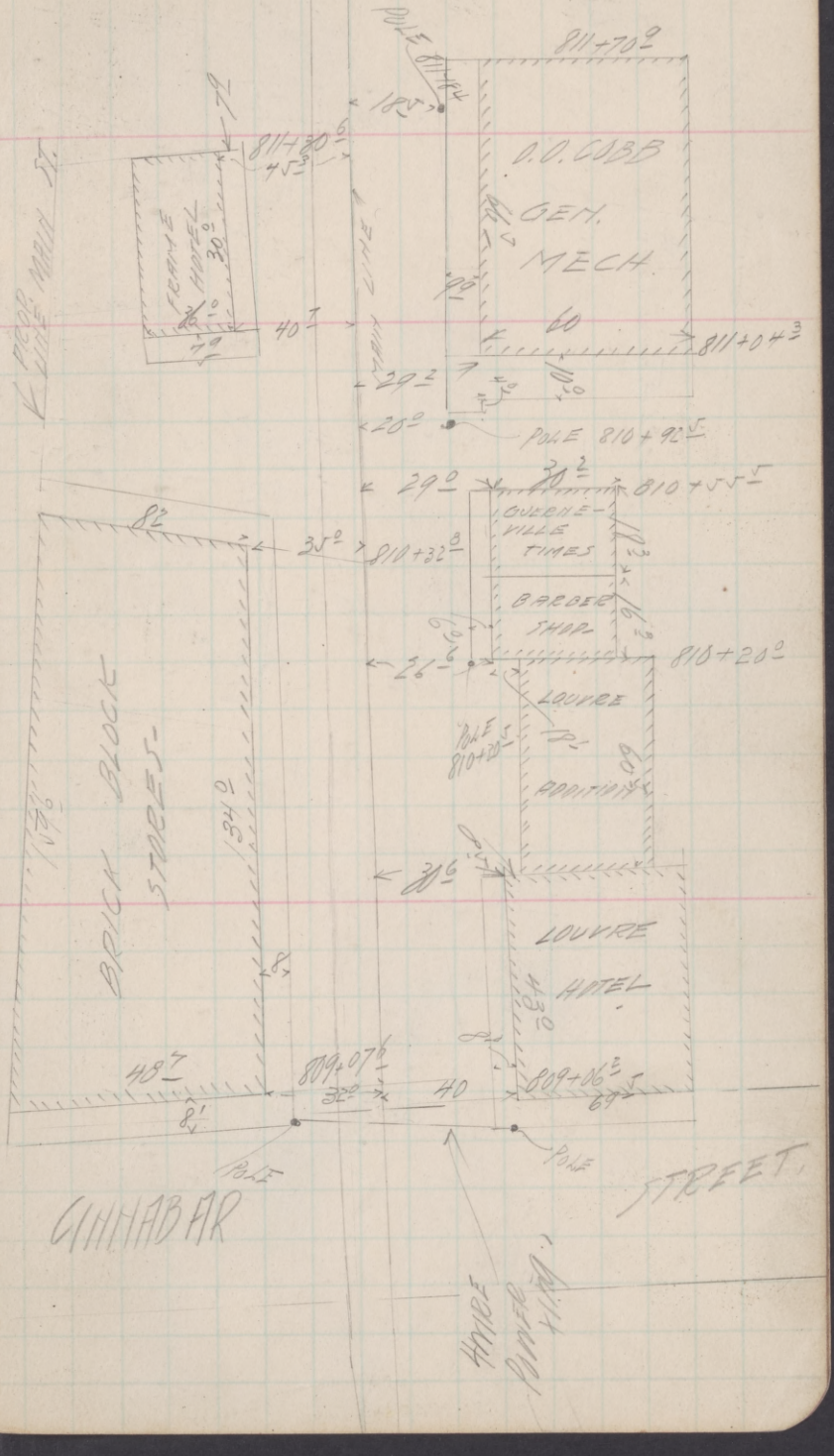
STATION PLAN

CLEARVILLE

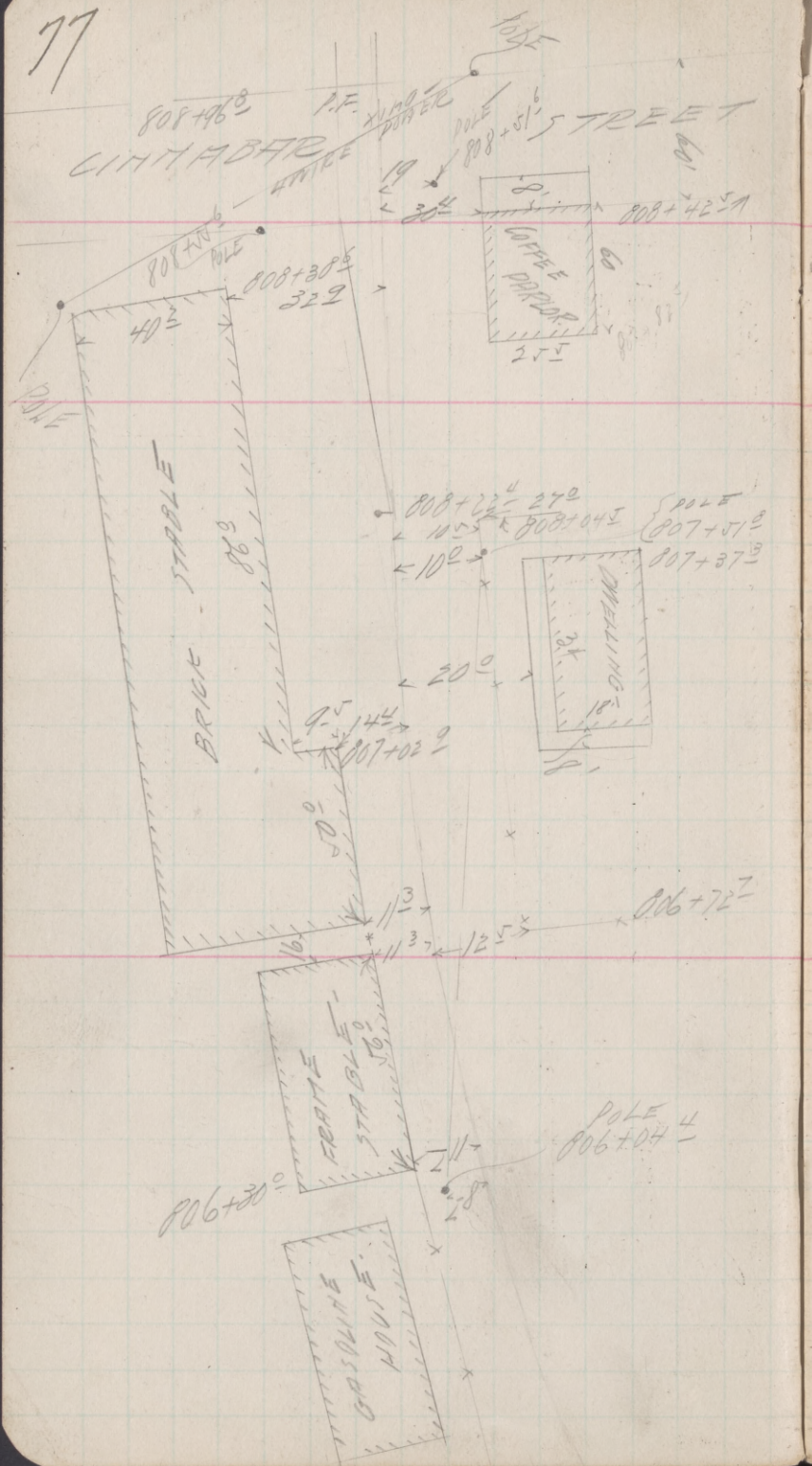


75


HOUSE 7K
CHURCH
STREET.
813+75
28'
42'
36'
31'
38'
WELL
20'
812+73
10'
31'
BENCH MARK.
BRICK
SHED
78'
5'
D.F. 813+14
30'
812+70
28'
POST OFFICE
10'
812+56
42'
812+47
10'
SHOE COBBLER
78'
8'
31'
ITALIAN HOTEL & SALOON
30'
7'
50'
42'
29'
812+39
TENNIS
COURTS
9'
GRAVEL SIDEWALK
60'
812+16
LETTER SHUTTER OPEN FRONT
10'
36'
811+89
41'
32'
FRAME STABLE
14'
811+72
58'
29'
811+70
9'
BILLIARD HALL
36'
14'
50'
O.D. COBB & CO. GEN'L MERCH.


POLE 811+4
811+70
O. O. COBB
GEN.
MECH
811+04
POLE 810+92
810+75
GUTHRIE-
VILLE
TIMES
BARBER
SHOP
810+20
LOUVRE
POLE
810+20
POOL
LOUVRE
HOTEL
809+06
809+07
POLE
POLE
STREET.
BRICK BLOCK
STORES-
FRAME
HOTEL
PUBLIC MARKET ST.
GINNABAR
HOUSE
PAINT
SHED

77


808+46.8
CINNABAR
808+51.6
STREET
60
808+42.5
COFFEE PARLOR
808+38.5
32.9
40.2
808+22.4
27.9
808+04.5
807+51.9
807+37.3
10.2
20.0
DWELLING
24
18
9.5
14.4
807+02.9
BRICK
STORE
99.8
20.0
11.3
806+72.7
12.5
STORE
BRICK
10.5
11.7
POLE
806+04.4
806+30.0
8.7
BRICK
STORE

℄ 15+65 - 805+01

805+23

804+62

CHIMNEY

804

POLE 804+86

804+44

SEC. TOOL HOUSE

804+10

803+81

CITY

803+13

POLE 803+29

TRESTLE 134

MAY-14-1915

CURVE STAKED-

1ST. CURVE WEST.

RIO CAMPO.

Dist. Pts. from inside rail - 2.40

BC. 959+10 $\frac{04}{}$

$T2\frac{1}{2}$ 30 ft. = 2.38
60' = 2.46
90' 2.47
120' 2.46
150' 2.45
180' 2.41.

EC 961+20 $\frac{04}{}$ = 2.44
961+50 = 2.55
962+00 = 2.54
962+50 2.33
963+00 = 2.14
963+50 = 2.02 -12° CURVE-
964+00 = 2.06
964+50 = 2.46
965+00 = 2.37
965+50 = 2.16
966+00 = 2.54
966+50 = 2.64
967+00 = 3.14
967+50 = 2.67
968+00. = 225
EC 968+57 $\frac{32}{}$ = 2.22
$T2\frac{1}{2}$ 180 = 2.84
150 = 2.57
120 = 2.56
90 = 2.39
60 = 2.36
30. 2.40
EC. 0.0 2.36 STA: 970+67 $\frac{32}{}$

-81-

NEAR

BLUFF

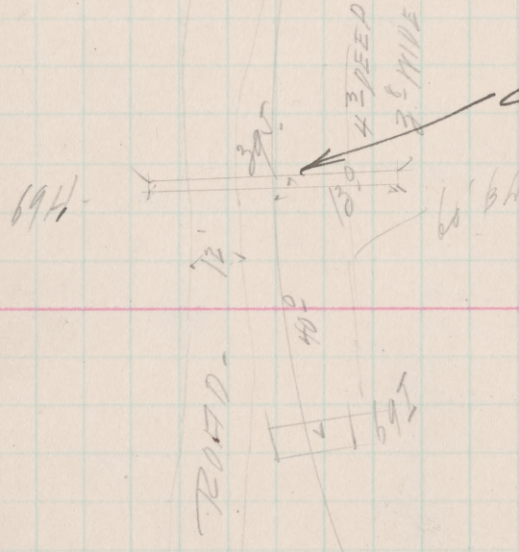
30' HIGH.

63'.

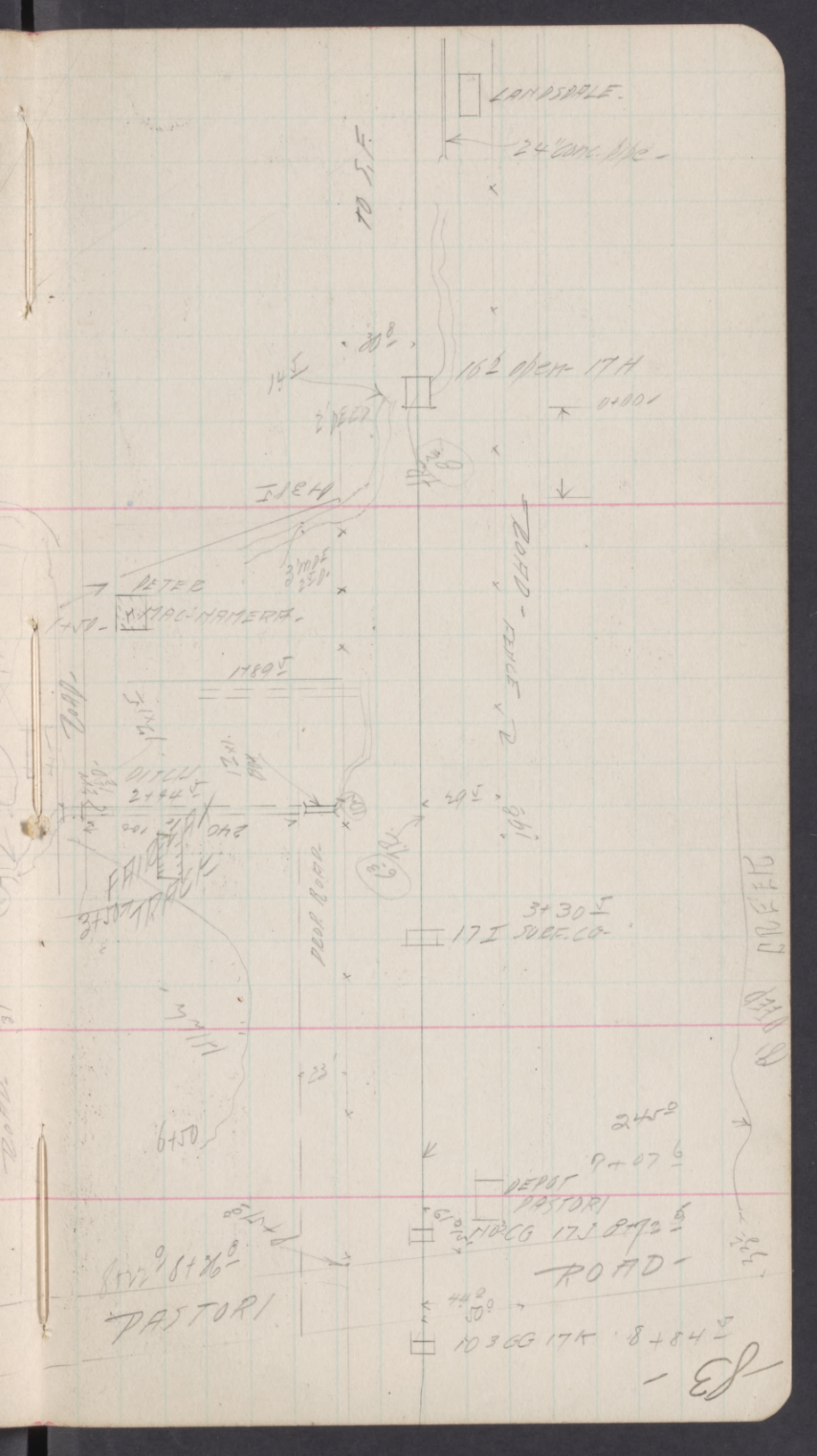
Imposed clearance

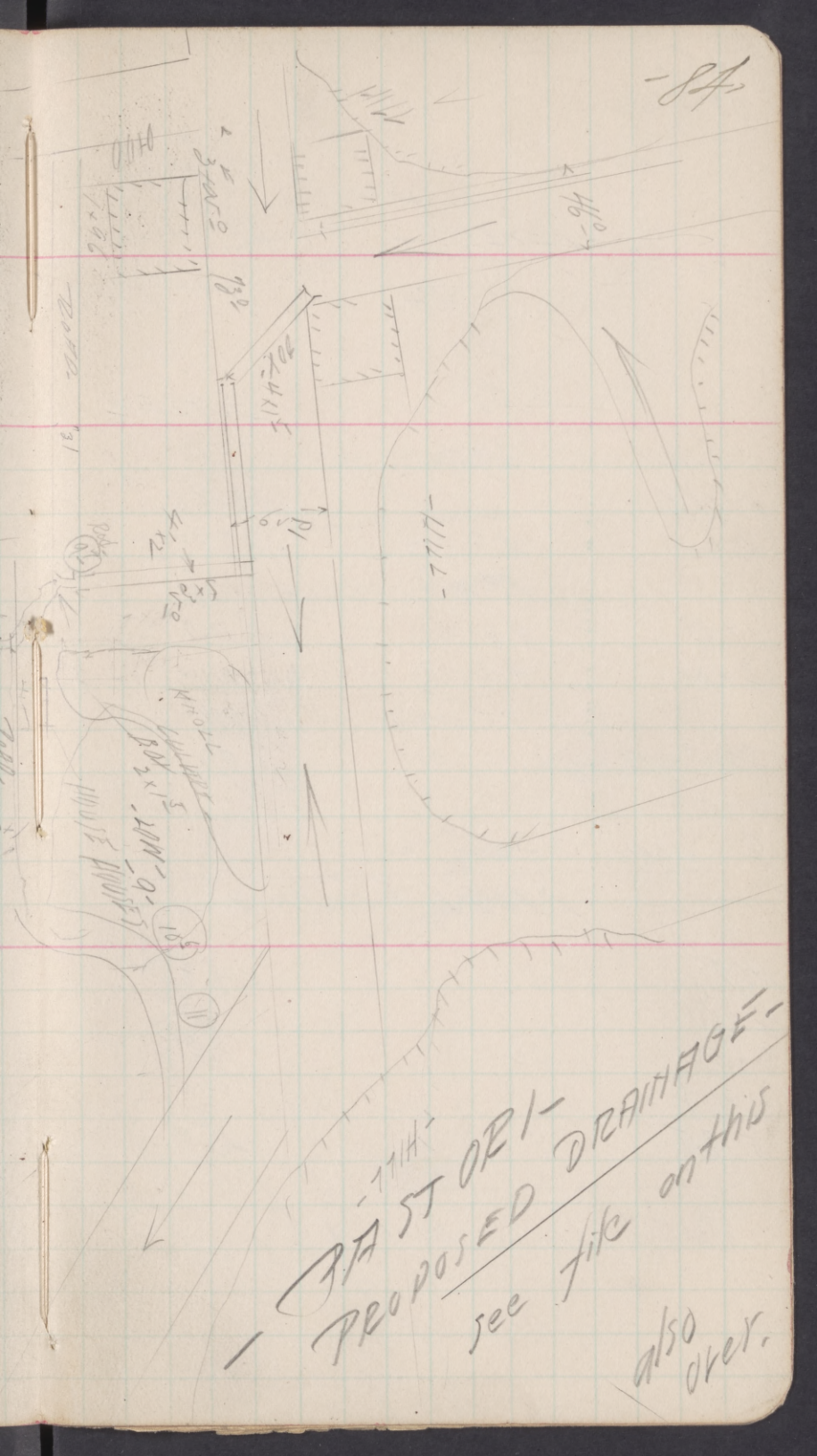
60

40 FT.



showing box culvert caved in - note and sketch to Mr. Winn - MAY - 1915 -


LANDSDALE.
24' CONC. PIPE
TO S.F.
30°
14±
16" OPEN ITH
2 PEED
0+00
20°
INEH
3 IMPF
TOTO FENCE
PETED
MACHINAMERA.
1780±
DITCH
2+44±
20±
17I
3+30±
SUBF. CO.
PEDA BOAN
DEPOT
PASTORI
10 3 CG 17 I 8+72±
ROAD
10 3 CG 17 I 8+84±
PASTORI
83


-84-
-111H-
-PROPOSED DRAINAGE-
see file on this
also over.

-85-

101.7
6.75
108.45 H.I.

-LEVELS-

RT. PAST

ÇRD. GUTTER

top roll -	6.75	(101.7)		
0+18		(97.45)	11.0.	
0+50	9.6 (98.85)	(97.35)	11.1.	(97.75)
1+00	9.7 (98.75)	(97.85)	10.6	11.2
1+50	9.3 (99.15)	(98.45)	10.0	(97.65) 11.8
2+00	9.0 (99.45)	(98.45)	10.0	(98.15) 10.3
	8.5 (99.95)	(99.65)	8.8	(98.85) 9.6
PRESENT BOLLARDS ARE		(100.25)	8.2	7.8
	7.6 (100.85)			(100.65)

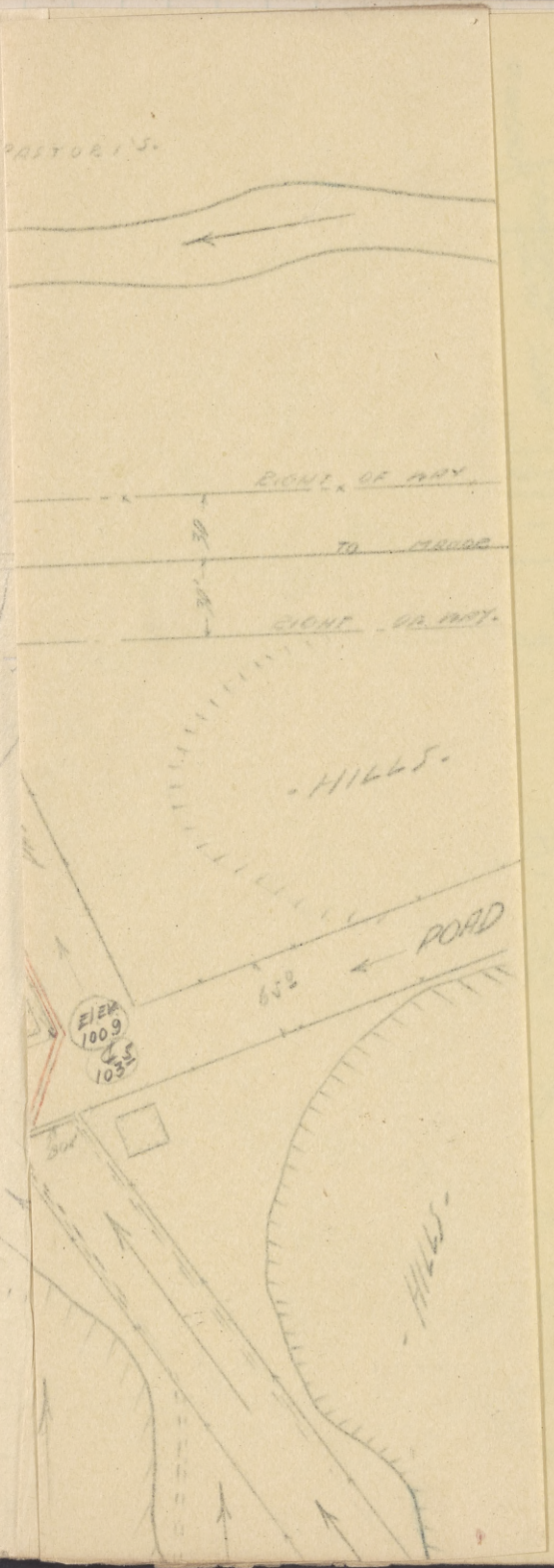
℄ BOLLARDS - 5.0

LEVEL ALONG -

1+00	5.5	9.3
2+00	5.9	10.3
3+00	6.2	10.8
4+00	6.5	11.7
5+35	7.0	14.5 LEND OF CURB

OTHER LEVELS - ALL - WORK

-H-


CASTORIA S.
RIGHT OF WAY
TO CHANGE
RIGHT OF WAY.
HILLS.
ROAD
EL EL
100.9
103.5
HILLS

-85-

101.7
6.75
108.45 H.I.

-LEVELS-

R+. PAST

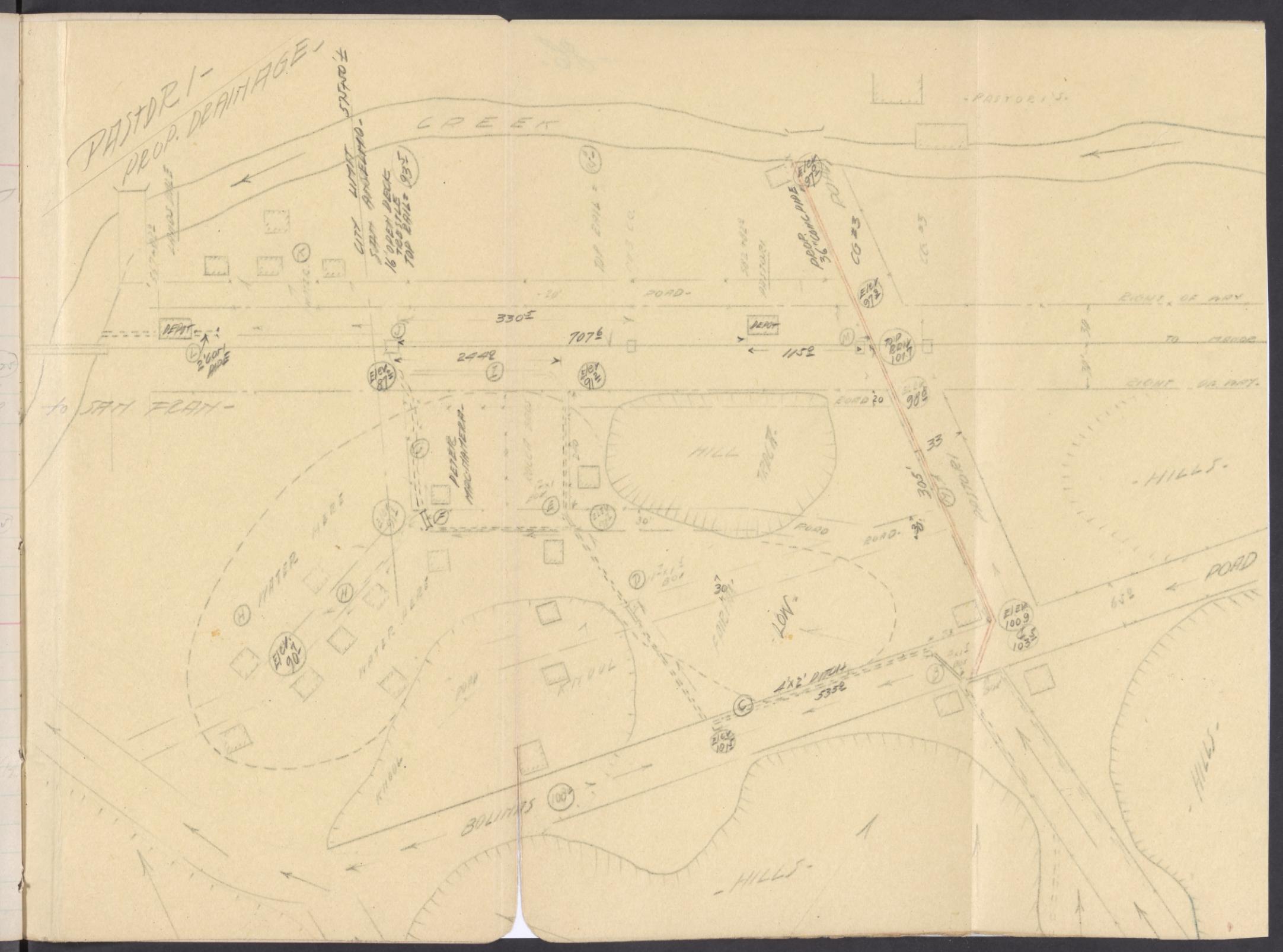
	℄ RD.	GUTTER	
top rail -	6.75	(101.7)	
0+18		(97.45) 11.0.	
0+50	9.6 (98.85)	(97.35) 11.1.	(97.75)
1+00	9.7 (98.75)	(97.85) 10.6	11.2
1+50	9.3 (99.15)	(98.45) 10.0	(97.65) 11.8
2+00	9.0 (99.45)	(98.45) 10.0	(98.15) 11.3
	8.5 (99.95)	(99.65) 8.8	(98.85) 9.6
PROPOSED BUILDINGS ARE	7.6 (100.85)	(100.25) 8.7	7.8 (100.65)

℄ BUILDINGS - 5.0

LEVEL ALONG -

1+00	5-5	9 3/4
2+00	5-9	10 3/4
3+00	6 1/2	10 9/4
4+00	6 5/8	11 7/8
5+35	7.0	14-5/8 END OF LINE

OTHER LEVEL. ALONG W-W


PASTORI -
PROP. DRAINAGE -
CREEK
- PASTORI'S -
CITY LIMIT
STATE HIGHWAY
16' OPEN PERIC
TILE
TOP ELEV. 93±
PROP. 36" CONC. PIPE
CG #3
ELEV 97±
ROAD
330±
707±
DEPOT
115±
2448
TOP ELEV 101±
ELEV 87±
ELEV 91±
ELEV 98±
RIGHT OF WAY
TO BRIDGE
to SAN FRAN -
PETRIE MACHINE REPAIR
HILL
33
305'
- HILLS -
WATER LINE
ELEV 90±
FILL
POND
LOW
4'x2' DITCH
535±
ELEV 100.9
ELEV 101±
BOLINAS
100±
HILLS

-LEFT-

ED-

℄ RD. GUTTER

50	0+50	7.9	10.2
00	1+00	8.9	10.5
50	1+50	9.1	10.2
+00	2+00	9.6	10.5
+50	2+50	11.4	

FRONT MAIN LINE TO
BRIDGE OVER CREEK
AT PASTORI'S- VIA PASTORI
ROAD-
BOWMAN AVE.

87

Wm Adams - To S. P. & Mo. Pac. Railway Co.

This Indenture, made this eleventh day of Aug. 1905, bet. William Adams, of the County of Marin State of Cal. first party & the Southern Pacific Railroad Co. a Cal. corp. the party of 2nd part,

Witnesseth, that the 2d. party, by the 1st pt. for and in consideration of the sum of Ten Dollars to said 2nd pt. of the U.S. in hand paid by the 2d. party of the 2nd pt, the receipt whereof is hereby acknowledged, has granted, and conveyed, and by these presents does grant, sell convey and confirm

-TIBURON- 88

DEED TO PROPERTY BACK OF PAINT SHOP WHICH IT IS PROPOSED TO FENCE—

MAY-1915.

with the Old Pantry & the old post its heirs and assigns. forever all that certain lot piece or parcel of land situate in the County of Marin State of Cal. & bounded and particularly described as follows to wit.

Being all that portion of the Rancho Corte Madera del Presidio as finally confirmed to the heirs of John Reed by United States Patents, situate lying, and being in said County of Marin State of Cal. beginning at an iron bolt set to mark the beginning of Survey No. 321 of the final and official Survey of the Rancho Corte Madera del

Pasadena and Pt. Lowe,
originally marked T.S. 472)
running thence along
the Pasadena survey of Ed.
Rancho, North 43° 15'
West 250.8 ft. to post T.S. 446
thence NORTH 75° 16' West, 93.6
feet to a pt. in the Easterly
line of the right of way
of the San Francisco &
North Pacific Railway
which pt. is fifty feet
Easterly from the C.L.
of the main track of Sd. R'Y.
thence North 52° 11' west
along said Easterly line
of said right of way 200 ft.
to its intersection with the
Southerly line of Main
West Street (60 ft wide)
thence along the Southerly
and Westerly line of Main
West Street, North 54° 03'
East 137.3 feet, South 87° 58'
East 150.4' South 83° 07' E
70.5', S 69° 47' E 41.4 feet,

South 16° 07' E 68.1 feet, South 18° 47' east 85.3 feet, South 7° 42' East 329.3 feet to a point in the Easterly line of the aforementioned Railways which is 33.6 feet Easterly from the C of the main track of said Railway; thence along said Easterly line North 51° 09' West 74 feet to a point in the Southerly line of said Railway, the Rancho Cota Madera del Pinadero thence along said Southerly North 17° West 23 feet to the point of beginning. All courses given by the True Meridian.

In Witness whereof the said party of the 1st part

91

Less hereunto set his
hands and seal the
day and year first
above written-

Signed, Sealed &
Del. in presence of
Geo. D. Skinner.
State of Ore
County of Multnomah

Before me Recorder
at request of A. M. Foster
Aug. 15/95
at 20 min. past 11 am.

Recorded before
Geo. D. Skinner,
Not. Pub. County of
Multnomah State of Ore.

SEBASTOPOL - 92

GRADES AS SET FOR WOOD BOX BET. SOUR TRACK & COM. PLATFORM OF BERRY GROWERS ASS'N.

Rod on gutter at DEPOT ST.
BEGIN - OF BOX = 0+00 = 8.93
Rod. on bot. of stone sewer pipe on next St. east to which wood box will connect. = 11.56
POT. BOX - 0.5 ft. lower than gutter at DEPOT ST. making fall of 2.13 - in 2+50 ft or grade of 0.85%.

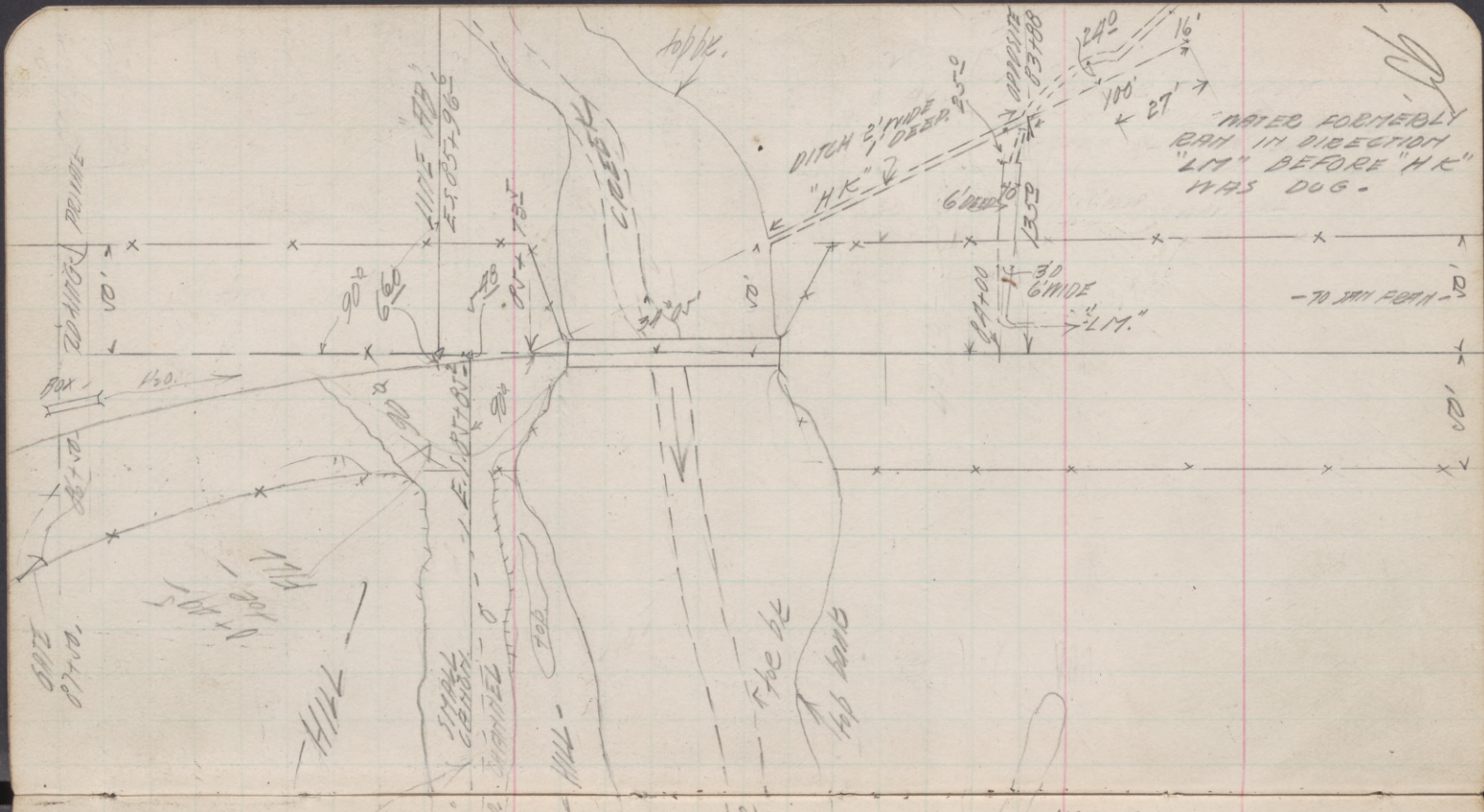
	H.I. = 109.43. Elev. bot. platform top concrete	GRADE	CUT from top. plat.
0+00		100.00	
0+50	104.26	98.58	4.68
1+00	104.26	99.15	5.11
1+50	104.26	98.73	5.53
2+00	104.26	98.30	5.96
2+50	104.26	97.87	6.39

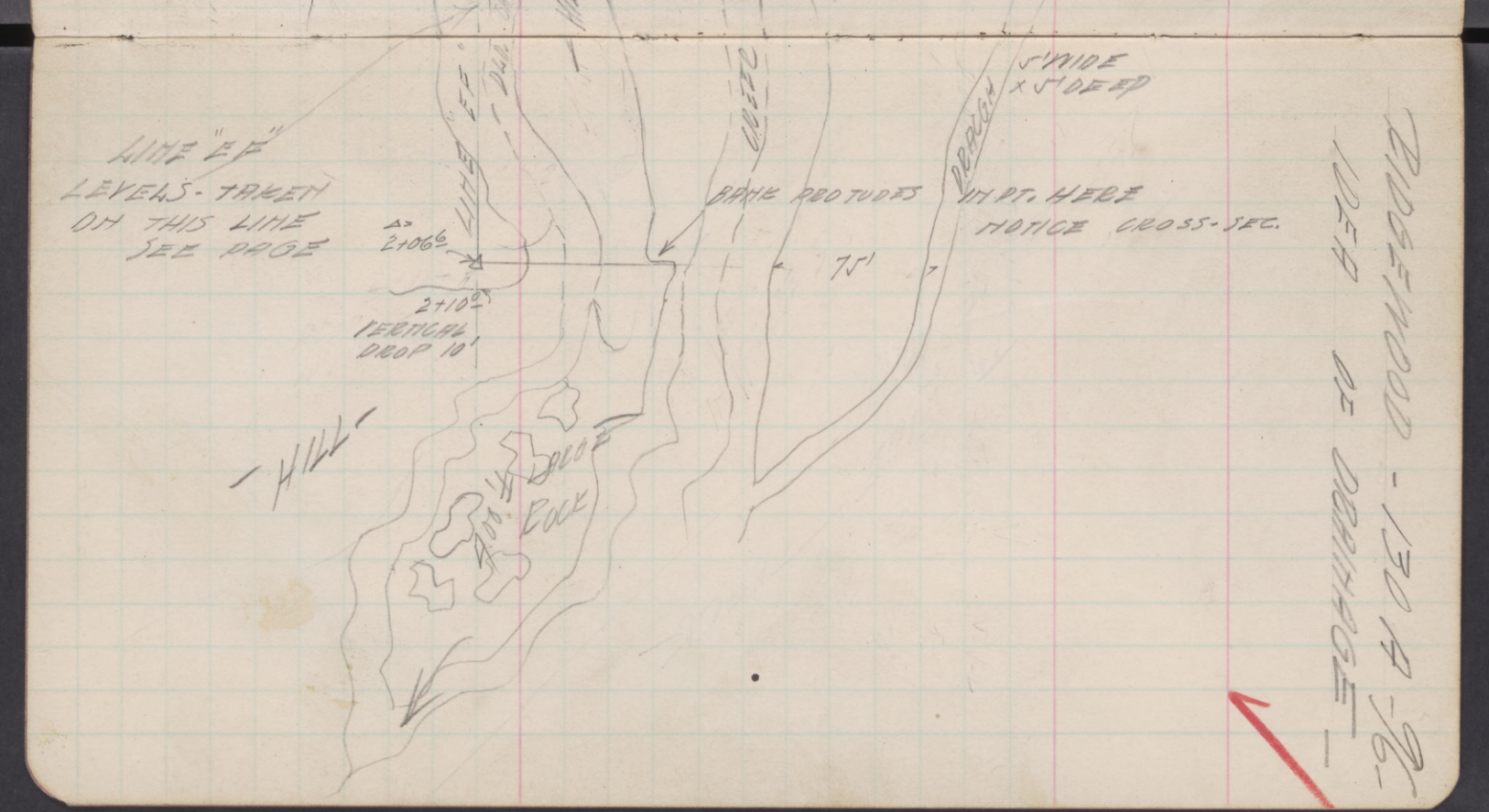
ALIGNMENT NOTES ON THIS SOUR. TRACK IN BOOK = 22

Δ. pt. near SOUR 17° E. of E. B. HD 16° open

13. RIDGEWOOD - 130 A -
USA OF DRAINAGE
4+25
DEPRESSION
toe hill
STATION
3+50
73°
125'
toe hill
BEGINS
STA. 2+75
3' DEEP
10' WIDE
toe hill
60°
3+00
SMALL KNOLL
STA. 2+65
BANK
toes
CREEK
STA. 2+25
WIDE
4' DEEP
HILL
HILL
HILL

HILL SLOPES RECEDE
DITCH
ROAD
STA 1+75
EXIST
L to STA 1+75
STA 2+00
25'
L to
STA 1+80
32
ALMOST VERTICAL
12'
toe
toe hill
SEE PROFILE "B" LITTLE HILLOCK IS ABOUT 6' HIGHEST DIST. "B" THIS HILL
STA 1+20
HILL
DRY
two large broken rocks.
SEE
SEE DITCH
HILL
DITCH
STA 1+4
1' DEEP
32
toe
top bank
HILL SLOPES
ROAD
DRAIN
DITCH


TOP BK.
DITCH 2' WIDE 2' DEEP
"HK"
"WATER FORMERLY RAN IN DIRECTION "LM" BEFORE "HK" WAS DUG.
6' DEEP
6' WIDE
"LM."
TO SAN FRAN
CROSS ST.
TOE BK.
HILL
STONE CULVERT
STONE CHIMNEY
5' WIDE


LINE "EF"
LEVELS - TAKEN
ON THIS LINE
SEE PAGE
LINE "EF"
DUP
CREEK
BANK ROOTLESS
IN PT. HERE
NOTICE CROSS-SEC.
5' WIDE
x 5' DEEP
REBUILT
A> 2706
2710
VERTICAL
DROP 10'
7'
400 ft Below
Dam
BUSHWOOD - 130 A - 9-
USE OF DRAINAGE -

91

99. SHELLVILLE

SUNDAY
MAT=31'N

- out side track -

LEAD = 72'

ASSUME P.C. #9 - 0+00 BC. left.

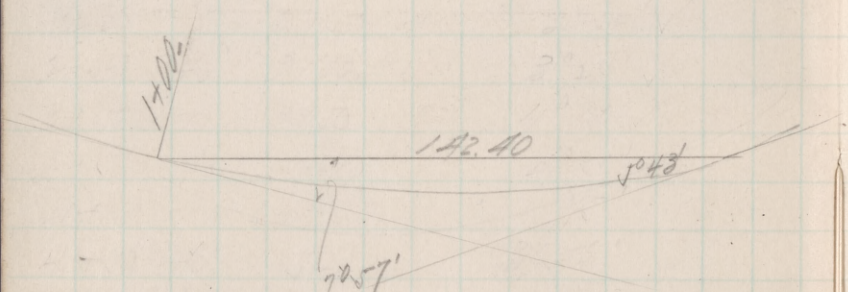
INST. at P.C.	DEFL. TO.	
	0+50	2° 52'
	1+00	5° 56'
	1+50	9° 17'

INST. at 1+00
turn tangent (back defl. 5° 56')

defl. to. 1+50 = 4° 11'
2+00 = 6° 20'
2+50 = 8° 30'

ANGLE DEF.

1+50 to 2+00	= 4° 16'
2+00 + 2+50	3° 54'
2+50 + 3+00	3° 24'
3+00 + 3+50	4° 01'
3+50 + 4+00	2° 55'
4+00 + 4+50	4° 15'
4+50 + 5+00	3° 56'



- PROPOSED TO THROW TRACKS - TO CLEARANCE OF FREIGHT PLATFORM -

- INSIDE TRACK -

P.F. = 0+00 BC LEFT.

INST. AT P.F.

	DEFL. TO.
0+50	1°56'
1+00	4°05'
1+50	5°57'

INST. AT 1+50

turned back defl. 5°51'

defl. to. 2+00	= 1°17'
" to 2+50	3°18'
" " 3+00	5°14'
3+50'	7°08'

INST. AT 3+50

turned back defl. 7°08'

defl. to. 4+00	= 2°53'
" to 4+50	= 4°20'
" to 5+00	= 6°14'

P.F. AT S.R. CONNECTION = 7+52.9

OUTSIDE TRACK

Notes - of arch. -
at ECHO -
will be put in other
- book -

wish to consult
FEE REGARDING
HP SKETCH ON
THIS.

in other book!

-105-

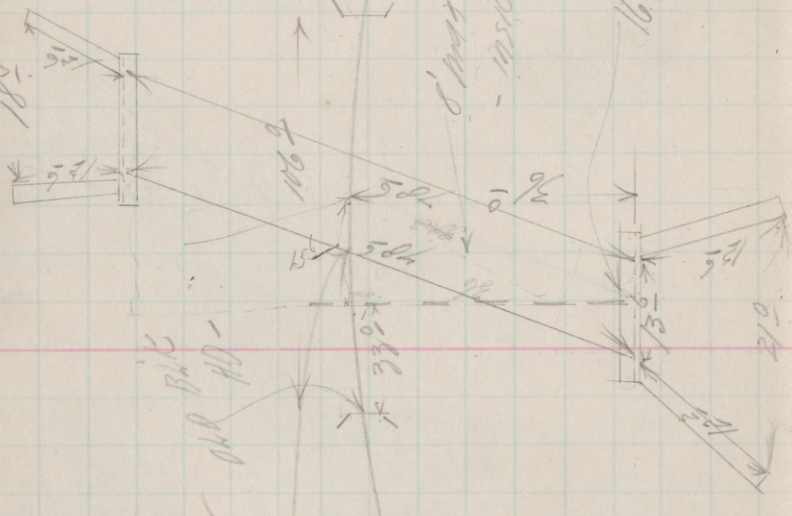
BET. 45TH & CLOVERDALE

CHECK OF ARCH

CONCRETE

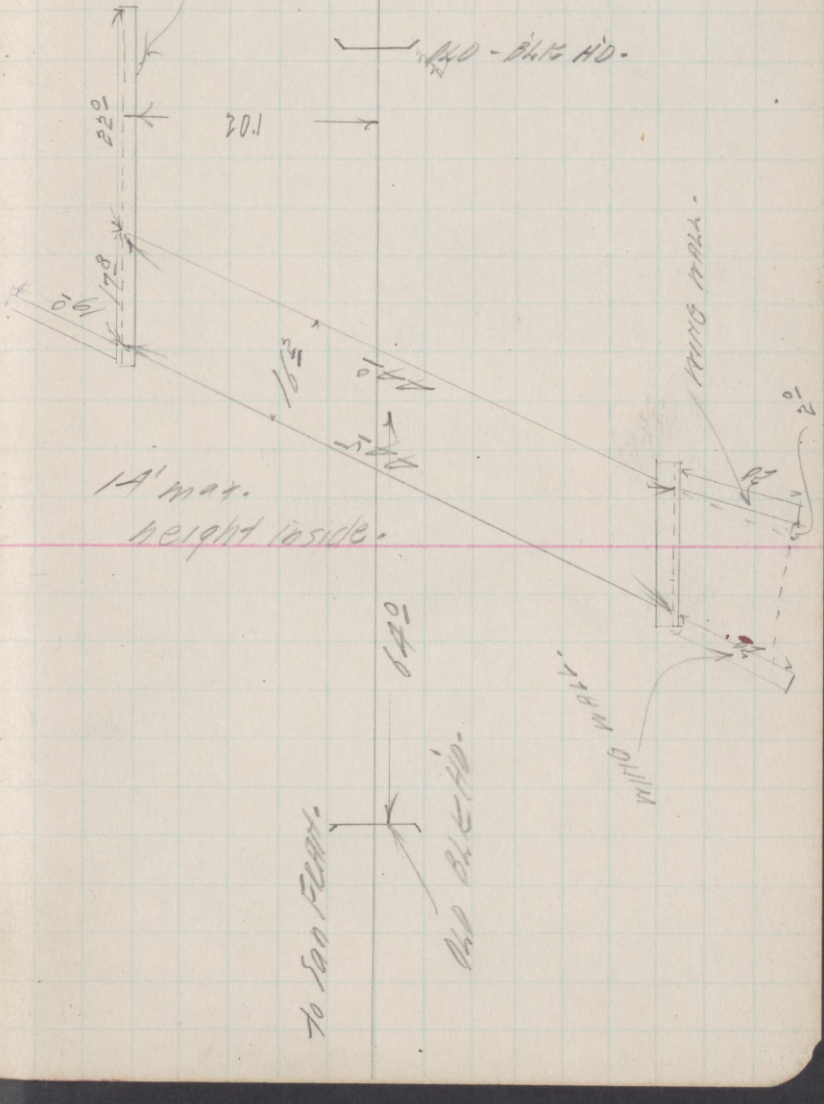
84C

M.H. WILSON
C.L. BEEDY



BET. ASH & CLOVERDALE
CHECK OF CONCRETE ARCH 82 I

17-H. WILSON
G. L. BERRY



-107- -EL ROBLES-

PROPOSED TO LOWER CULVERT

110 ft - 4 ft.

LEVELS - ON DITCH "A"

- ON RIGHT -

$\pi = \sqrt{72.64}$

STA	+	-	Rod	Elev.
				√69.06
TOP RAIL - ATHOK.	1.76			1.80
				570.86
Bot. box culvert on right			6.46	√66.16
℄ 0+00 ℄ track - same on left.				
FENCE 0+38 $\frac{3}{5}$			8 $\frac{7}{-}$	√63.92
1+00			8 $\frac{4}{-}$	564.22
1+50			9 $\frac{0}{-}$	√63.64
2+00			10 $\frac{0}{-}$	√62.64
2+50			9 $\frac{6}{-}$	√63.02
3+00			9 $\frac{9}{-}$	√62.72
3+50			10 $\frac{5}{-}$	√62.12
4+00			10 $\frac{7}{-}$	√61.92
4+50			10 $\frac{8}{-}$	√61.82
5+00			10 $\frac{8}{-}$	√61.82
5+50			11 $\frac{0}{-}$	√61.62
6+00			11 $\frac{4}{-}$	561.22
6+50			12 $\frac{0}{-}$	560.62
7+00			12 $\frac{5}{-}$	√60.12

continued

LEVEL ON DITCH "B"

— ON LEFT —

STA.	+	☆	-	Rod	Elev.
top rail	1.76	572.62			570.86
Bot. culvert on left.				6.1	566.52
FENCE 0+39				6.22	566.40
1+00				5.25	567.37
2+00				5.10	567.52
3+00				4.70	567.92
4+00				4.50	568.12
5+00				4.30	568.32

H.I. = 572.62

LEVEL ON DITCH "C"

0+00 = pt of inter. of ditch "B" & "C"

0+00	567.1 in ditch	5.5	569.62 ground in orchard	
			567.12 bot of ditch	= 3.6
1+00	567.32	5.3	568.92 GD "	= 3.7
2+00	567.32	5.3	568.92 " "	3.7
3+00	567.32	5.3	568.62	4.0
4+00	567.12	5.5	568.52 " "	4.1
5+00	566.62	6.0	568.02 " "	4.6
5+25	Pt. inter. "C" & "B" 566.62	7.0	568.62 " "	4.0

continued.

-109-

-EL ROBLES-

JUNE 2-19N
SM. H. WILSON
G. L. BERRY
JERRY FEE-

for completion-
SEE-
PAGE

-END-

LEVELS - AT
ROBINSON'S CREEK

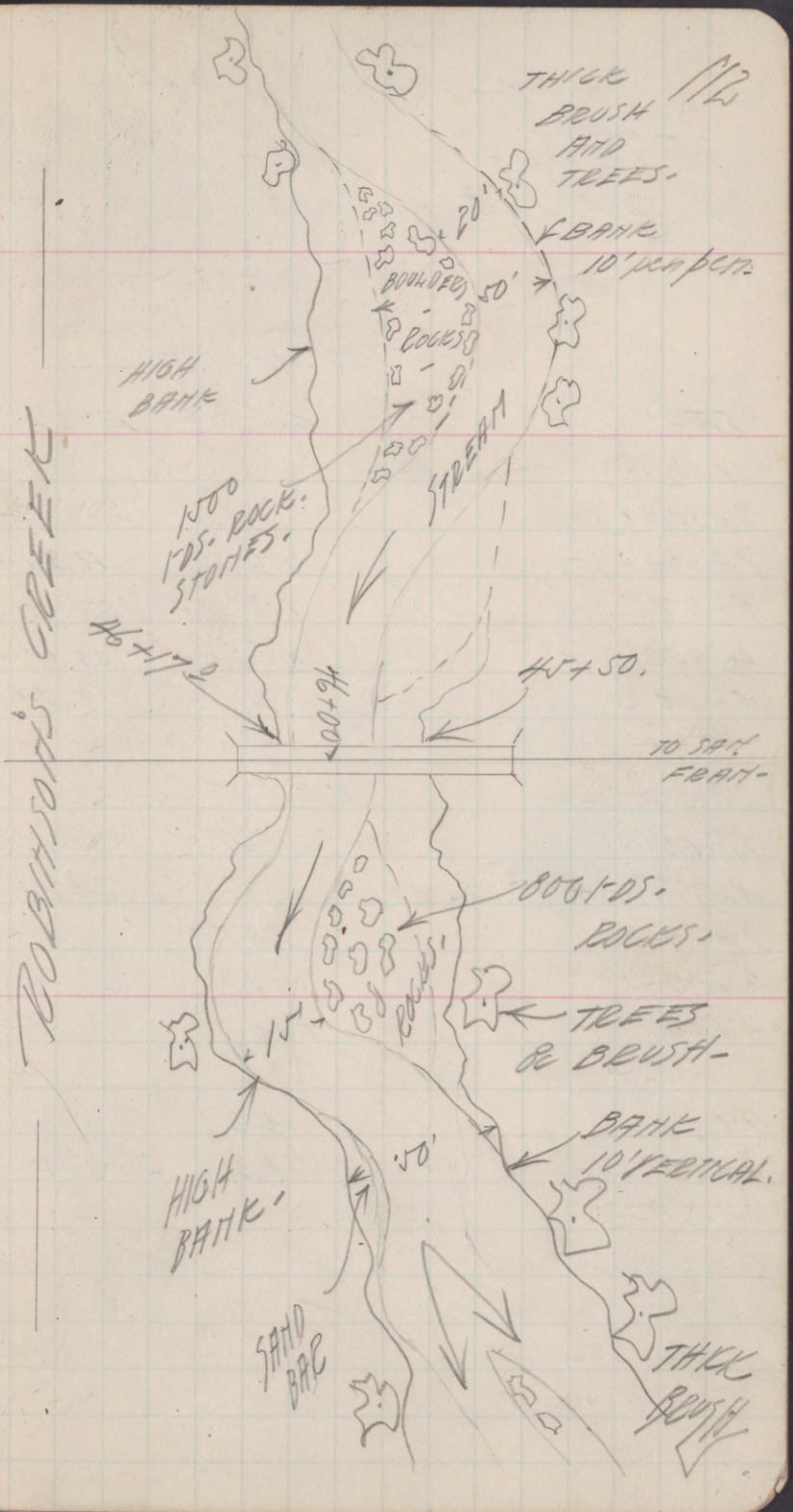
LEVES - ON TOP RAIL -
EAST FROM EAST B'K HD.

STA.	+	-	Rod	Elev.
746+77	2.83		5 7 6.99	574.16
47+00			3.02	573.97
48+00			3.78	573.21
49+00			4.41	572.58
50+00			5.05	571.94
51+00			5.56	571.43
52+00			6.00	570.99
53+00			6.20	570.79
54+00			6.27	570.72
55+00			6.27	570.72
56+00			6.27	570.72

111 ROBINSON'S CREEK

LEVELS ON TOP RAIL WEST FROM EAST BK HD.

STA.	±	TOP RAIL Rod.		Ground under trestle Rod.	
46+77 ○	76.99	2.83	574.13	567.99	9.0
46+39 ○		2.65	574.34	565.99	11.0
46+24 ○		2.63	574.36	563.76	13.23
46+17 ○		2.61	574.38	560.68	16.31
46+00		2.60	574.39	559.39	17.60
45+52				562.19	14.80
45+04 ○				562.19	14.80
45+02 ○				567.69	9.30
45+00		2.71	574.28		
44+76 ○ WEST BK HD.		2.85	574.14		8.70
44+00		3.45	573.54		
43+00		4.25	572.74		
42+00		5.15	571.84		
41+00		5.90	571.09		
40+00		6.66	570.33		
39+00		7.49	569.50		
38+00		8.24	568.75		
37+00		9.00	567.99		
36+00		9.89	567.10		
35+00		10.55		Elev. 566.44	


ROBINSON'S CREEK
THICK BRUSH AND TREES.
BANK 10' PERPEN.
20'
BOULDERS
50'
ROCKS
HIGH BANK
STREAM
1500 FDS. ROCK. STONES.
46+12
44+50.
TO SAN FRAN-
BOULDS. ROCKS.
TREES & BRUSH
15'
BANK 10' VERTICAL.
HIGH BANK.
50'
SAND BAR
THICK BRUSH

-13- ROBINSONS CREEK

LEVELS ALONG CENTER LINE TO RIGHT & LEFT OF TRESTLE

℄ TRESTLE = 0+00. ———

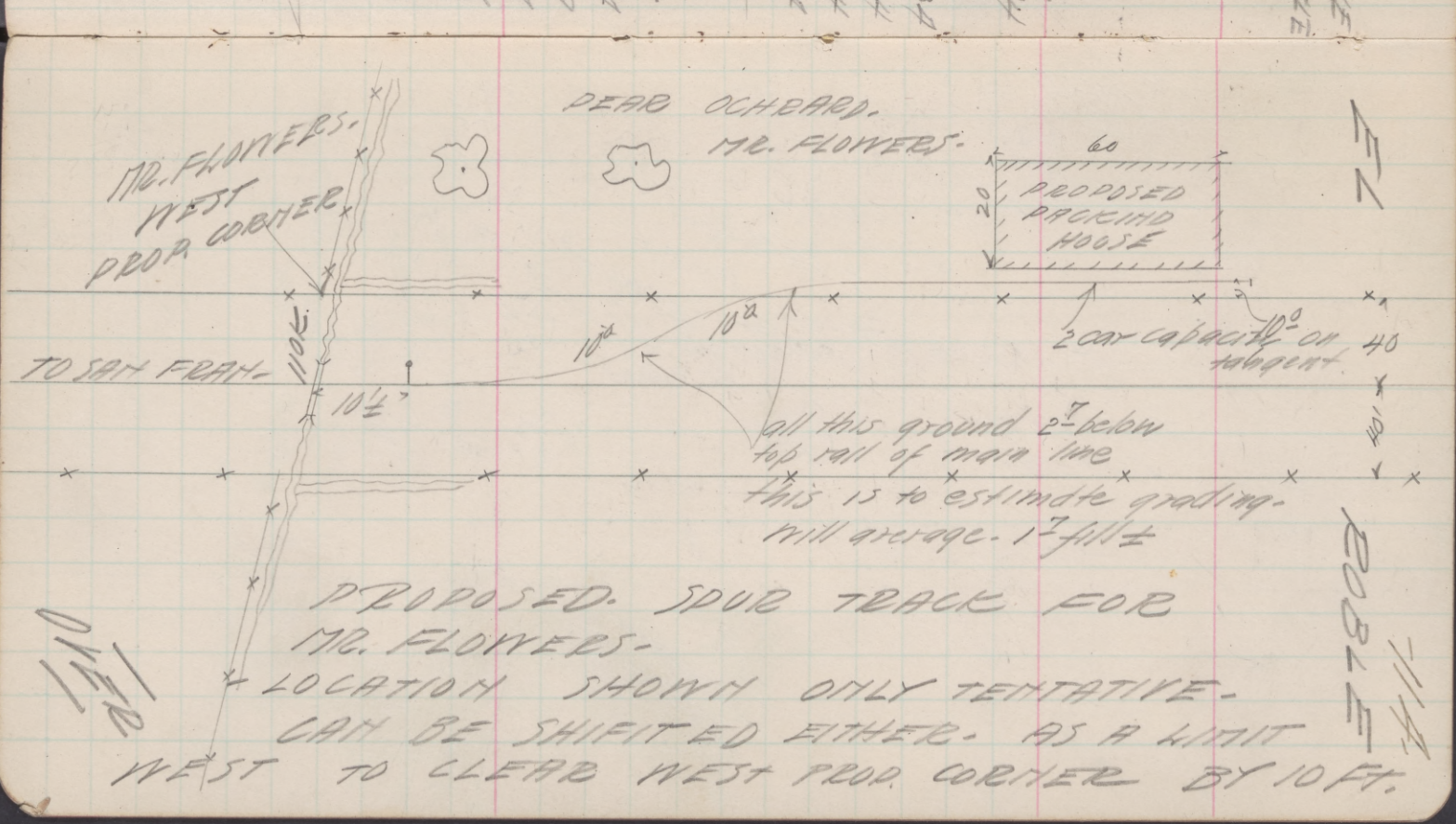
—— ON RIGHT ——

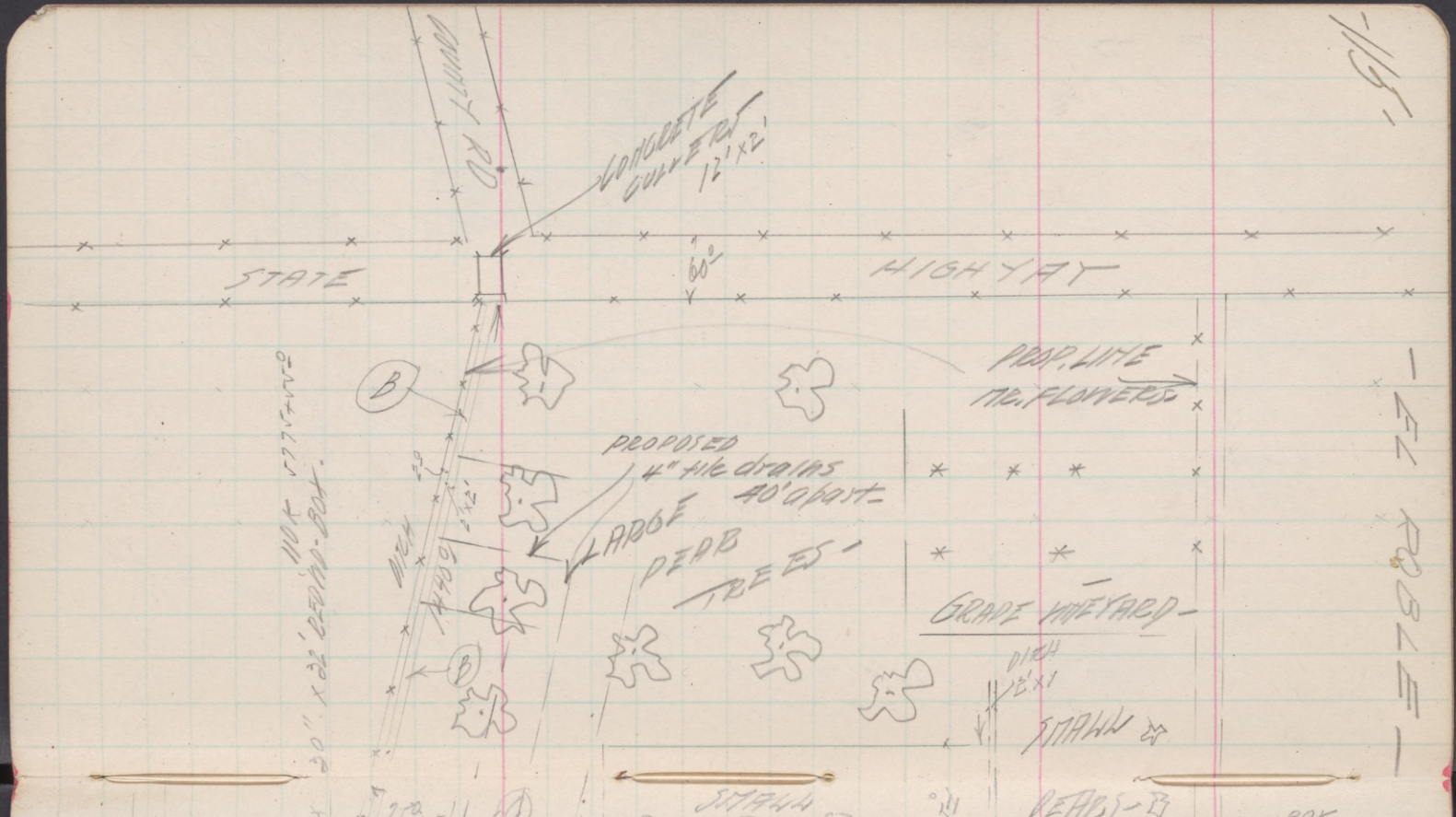
STA	+	↑	Rod	Elev.
BT under trestle 0+00.	+4.10	56.94		560.84
2+00			5.6	559.34
3+00			5.3	559.64
4+00			6.5	558.44
5+00			7.2	557.74

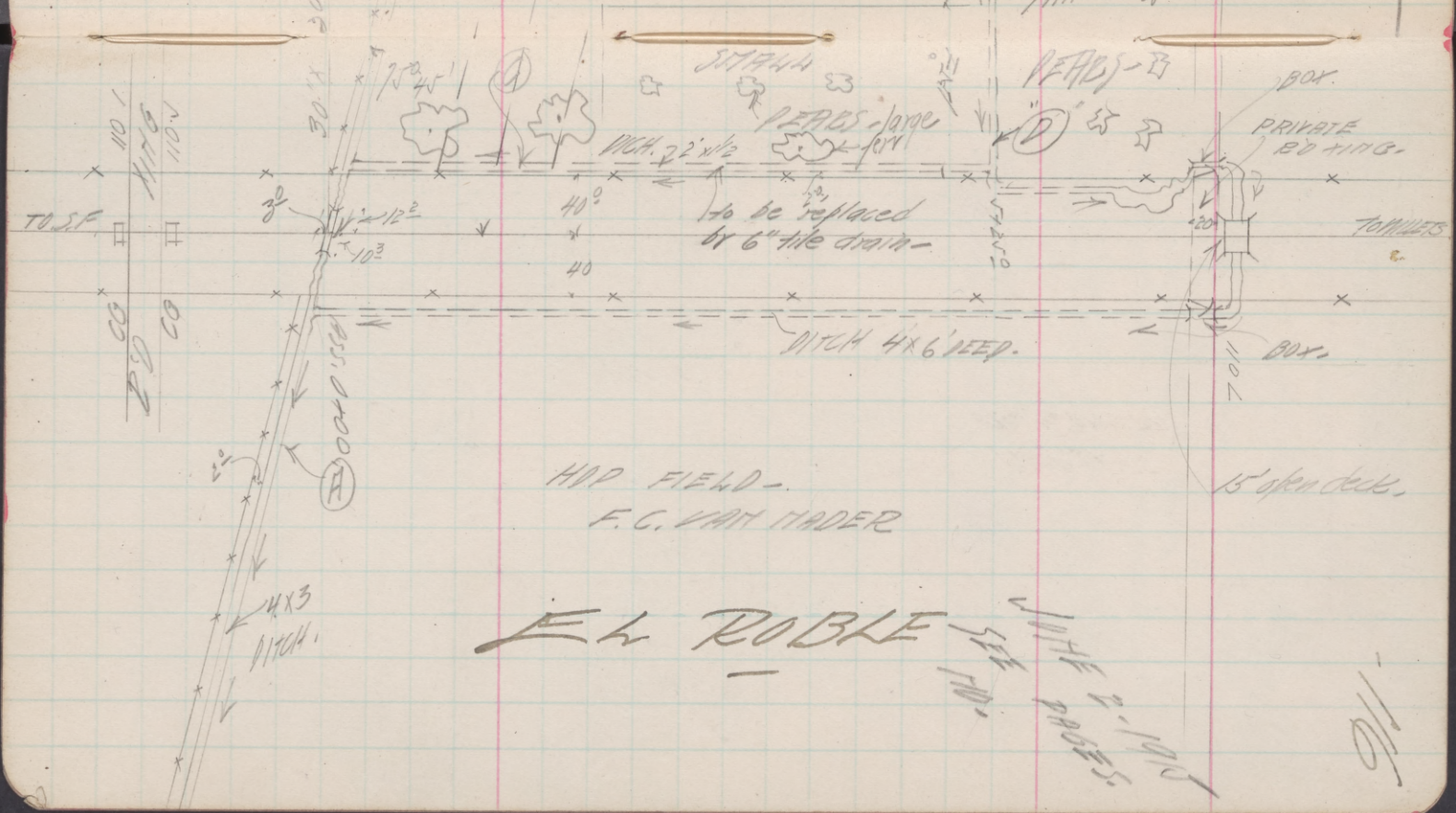
—— ON LEFT ——

0+00	+	↑	-	Rod.	Elev.
B.M.	+4.7	565.54			560.84
1+00				5.05	560.49
2+00				4.70	560.84
3+00	T.P.		-	4.7	560.84
	+ 5.4	566.24			
4+00				4.2	562.04
6+00				2.2	564.04

END-


MR. FLOWERS.
WEST
PROP. CORNER
PEAR ORCHEARD.
MR. FLOWERS.
60
20
PROPOSED
PACKING
HOUSE
2 car capacity
10°
on
tangent
40
TO SAN FRAN.
10±
10±
10±
all this ground 2' below
top rail of main line
this is to estimate grading.
will average. 1' fill ±
PROPOSED SPUR TRACK FOR
MR. FLOWERS.
LOCATION SHOWN ONLY TENTATIVE.
CAN BE SHIFTED EITHER. AS A LIMIT
WEST TO CLEAR WEST PROP. CORNER BY 10 FT.


CONCRETE CULVERT 12'x2'
STATE
HIGHWAY
60'
PROP. LITE
PROPOSED 4" tile drains 40' apart
LARGE PEAR TREES
GRADE VINEYARD
DITCH 12'x1'
STAKE
PEARS
-147 POLES-


PEARS - large
to be replaced by 6" tile drain -
DITCH 4'x6' DEEP.
PRIVATE BOATING -
BOX.
TO MILLER'S
15' plank deck.
HOP FIELD -
F. C. VAN HOOSER
E. L. ROBLE
SEE FIG.
WHITE 2-1940
PAGES.

-117-

CROSS-SECTIONS AT PROP 3-DAM SITES-"A" "B" "C"

CROSS-SECTION AT SITE OF DAM "A"

1+00 = ℄ CREEK

LEFT. RIGHT.

✓26.	✓23.7	✓23.2	✓23.2	✓23.2	✓23.2	✓2✓.✓	✓2✓.✓
0+09	0+3✓	0+03	1+00	0+00	0+03	0+04	0+09

✓30.8	✓3✓.2	✓37.7	✓39.2	✓33.2	✓34.7	✓3✓.2	✓37.✓
0+14	0+21 top bk.	0+28	0+43	0+14	0+16	0+17	0+32

℄ CREEK

CROSS SECTION AT SITE OF -DAM- "C"

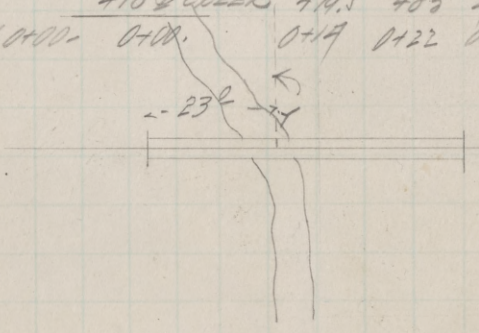
LEFT. RIGHT.

✓23.3	520	✓17.✓	✓1✓.0	✓✓.	✓14.2	✓19	✓24.4
0+1✓	0+08	0+06	0+00	0+00.	0+07	0+07	top bank

✓27.	✓30	✓27.✓	
0+26	0+38	✓27 0+19	0+29

CROSS-SECTION - DAM - "D" on line "A"

✓0-0	478 ℄ CREEK		479.✓	483	48✓	489	491
top bank 0+00-	0+0✓.		0+19	0+22	0+24	0+3✓	top-



CENTER LINE TANGENT PROD. 118.
=0+00.

-RIGHT-

500.0 FIFTH TOP TIE	499.1	496.5	490 5/8	485 8/8	482 0/0
B.M.	0+00	0+07 2/3	0+11 3/3	0+31 3/3	0+38 3/3
top rail -				0+48 ℄ edge H.O.	0+52 edge

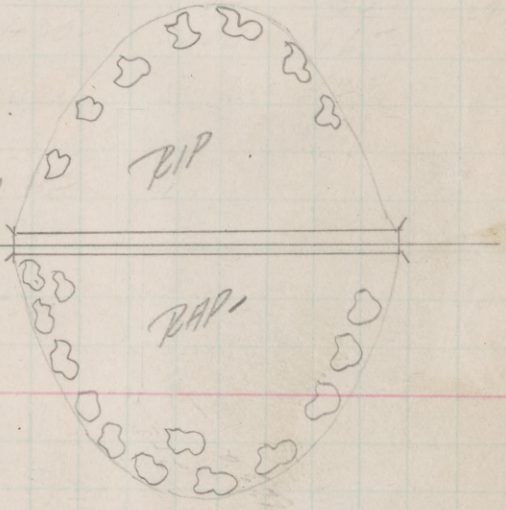
-LEFT-

—0+00 = ℄ TANGENT PRODUCED -

top rail -	499.2	492.0	482.9	480.0
B.M. 500.0	0+14.0	0+30.4	0+50	0+65
	toe ballast.			fence

PROFILE SCHEME "B"

- SEE NEXT PAGE FOR DATA AS TO LOCATION OF DATA "B"



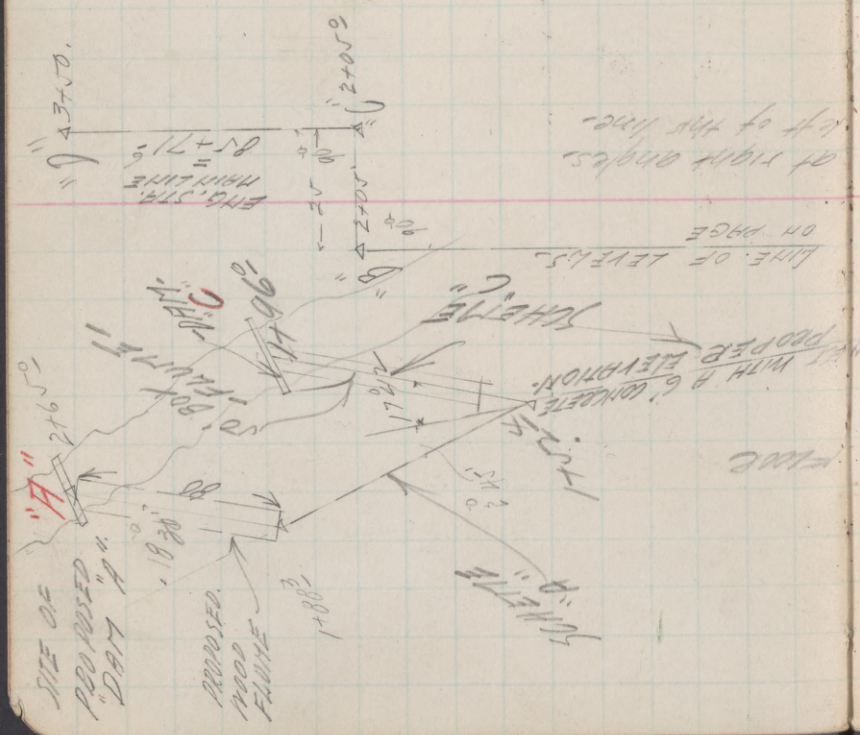
537.7
538.4
537.1

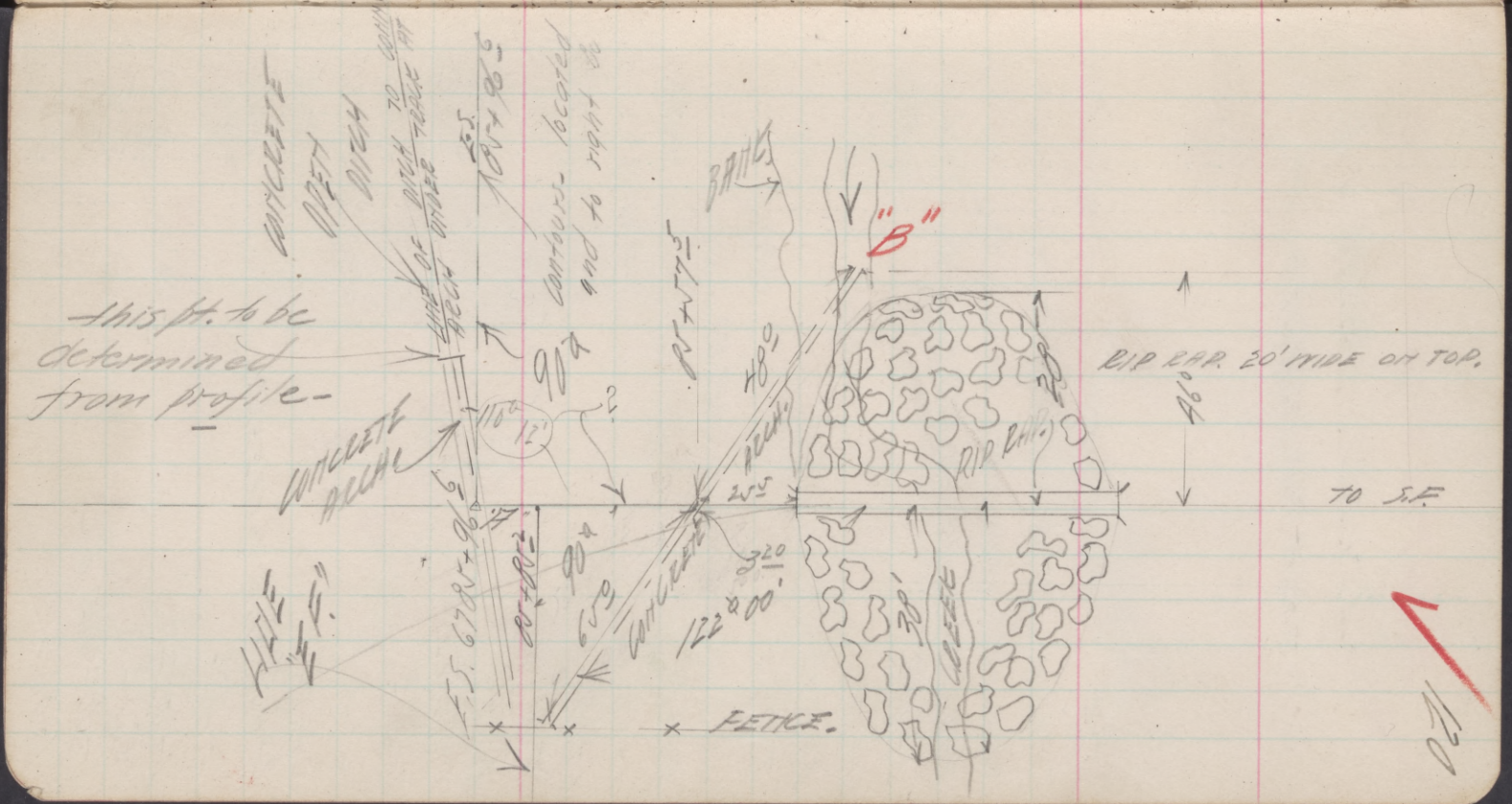
539.2

119

130-A.

SKETCH SHOWING THREE SCHEMES. PROPOSED.




this ft. to be determined from profile
CONCRETE HEADWALL
CONCRETE DITCH
Contours located to right of
BATTER
"B"
RIP RAP 20' WIDE ON TOP.
TO S.F.
RIP RAP
FENCE.
CONCRETE
90°
6%
20%
122+00.
FS. 678+96
678+82
HEADWALL
"A"

PROFILE OF LINE OF

LEVELS ALONG LINE

LOCATION SHOWN IN DIAGR

STA.	+	H	−	ROD
T.B.F.B.H.	10.16	10.16		
TOP LOW RAIL MAIN LINE				8.52
0+00 = MAIL LINE E.S. 6785+96				8.76
0+07				11.5
0+12				9.0
0+33				3.7
T.P.		00.0		
	+10.52	20.68		
0+66				-8.2
1+00			-3.31	
1+19				-1.90
T.P.	+9.68	27.05		
1+26				6.55
1+52				0.92
1+88				3.10
2+09				4.10
2+25				4.00
2+65				3.90
2+48				1.0
		ON "C" LINE		
1+52				0.92
1+71				4.5
1+80				5.7
1+86				6.0

ON "A" LINE

Pt. in ℄ CREEK

SIDE BK.

PROP. DATA - "A" & "C" 122

OF PROPOSITION "A"

SEE AT ON PRECEDING PAGE ——

Elevation.

500.00 B.M. ASSUMED.

501.64 ft. where "A" crossed tracks

501.40 —this ft. is on tangent produced and not on curve——

498.66

501.16

506.46

510.16

512.48

517.37

518.78

517.37

520.50

526.13

523.95

522.95

523.05

523.15

526.05

526.13	1+92		7	519.55
522.55	1+96	℄ DATA	12	515.05
521.35				
521.05				

123

TOPOGRAPHY

LINE OF LEVELS

ON RIGHT SIDE

LEVELS ON LINE 1 TO

TANGENT MAIN LINE PRODUCED } AT ES. 85+96.6

STA.	+	↑	-	Rod	Elev
B.M.	12.04	512.04			500.00
T. Rail				10.38	501.66
0+00				10.64	501.40
0+50			1.86		510.18
T.P.			-1.48.	510.56	top stk.
	+10.01	520.57 ✓			
0+75.				5.70	514.87
1+00				3.21	517.36
1+19.8				1.86	518.71
1+25.0				2.76	517.81
1+50	Pt. on tree			2.89	517.68
1+62.3	in stream.			11.20	509.37
1+67.3	B.K.	"		6.40	514.17.
1+69.	B.K.	"		10.15 vertical pt.	6.25 hip.
1+75.0				3.95	516.62
"	T.P.	top stake		-3.60	516.97
T.P.	+10.89	527.86 ✓			
2+00				0.84	527.02
T.P. "	top stake.		-0.56		527.30 ✓
	+10.51	537.81 ✓			
2+05.0	top stake			9.90.	527.91

OPENING - 130 A. - 124 -

ON RIGHT SIDE - JUNE 3-1915

OF MAIN LINE - GOING EAST -

STA. 5+71.6

—— Elevation assumed - 500.00 top rail - low side curve at east BK HD - open deck trestle - 130 A -

STA.	+	+	-	Rod	Elev
2+00 V.		537.81		8.66	529.15
T.P.			1.04		536.77
	+7.93	544.70			
2+50				-6.60	538.10
2+75				4.39	540.31
3+00				2.66	542.04
3+50				2.74	541.96

—— NOTE ——

LINE OF LEVELS RUN AS SHOWN IN DIAGRAM TO WHICH "Contour Pts." are tied into —— top of rail - on low rail - at east end of open deck trestle assumed - elevation = 500.00 - B.M.

SEE PAGE 119 FOR ANGLES IN LINE "AB"

-125-

TOPOGRAPHY.

"A" "B" "C" "D"

— LEFT —

Contours 95

STA. 3+

℄ "C" "D"

29.0	30.0	35.0	40.0	42.0
℄ 86+55 H₂O	86+51	86+44 edge bank	86+33 ○	85+71 ○
35.0	40.0	45.0	50.0	55.0
86+62	86+70	86+79	87+06	87+20
60.0	65.0	69.0		
87+37 ○	87+57	87+92 ○		

3+0

30.	26.	30.	35.0	40	42
0+67	0+62 H₂O	0+54 bank	0+46 ○	0+32 ○	0+00 ℄
35.0	40.0	45.0	50.0	55.0	
0+74 edge bk.	0+86	1+03	1+29 ○	1+51	
	60.0	65.0			
	1+79 ○	2+00			

2+7

25.0	30.	35.0	40.0	40.3
0+69	0+62	0+51 edge bk	0+46 ○	0+00.
43.5 H₂O	25.0	30.0	35.0	
0+72 ℄ ctr.	0+76 ○	0+79 ○	0+84 ○	
40.0	45.0	50.0	55	60.
1+00	1+17 ○	1+33	1+71	1+92 ○

RIGHT & LEFT OF LINE -26-

1307-

— RIGHT —

Shown- JUNE 4-1915.

50.

45°	50	55	60	65
84+93	84+17	83+72	83+48	82+91

these are actual E.S.

40.	40.	42	45	50.0	55.0	57
0+80	1+35°	1+69	1+89	2+06°	2+31.0	2+81°

then incl. 35°

LINE "CD" = 0+00

35°

40.0	35	35.0	40	45	50	55
0+26.0	0+58°	1+00.	2+00	2+20	2+61°	3+30

TOPOGRAPHY

LEFT

2+50
LINE

S25°	S21°	S25.0	S30.0	S35.0	S28.1
0+64	0+61° ℄ creek	0+38°	0+30°	0+22° top bank	0+00

S30	top bank	S35	S40	S45	S50	
0+71	0+79°	0+85	1+14	1+22	1+47	
S55	S60					
1+87	2+00					

2+
LINE

S25	S20.0	S25	S30	S33.5	
0+65°	0+55° ℄ H₂0	0+38	0+29 edge bank	0+00	
S30.0	S35	S40	S45	S50	S55
0+71 edge bank	0+94	1+25	1+43	1+57	2+00

2+00

S15.0 ℄ ck
S20.0 0+39 bk. 0+30 ——— Site of "C" dam

edge H₂0	S20	S25			
0+26	0+19	13.0 bk			
S25.8	S30.0	S35	S40	S45	S50
0+54	0+66	0+81	1+15°	1+39	1+85

taken at site of dam designated as proposition "C"

CONTINUED-

RIGHT

+30
E "CD"

38.1	√3√0	√30	526	√80	√3√	√40	√4√
00	0+59	0+66	0+72	0+84	1+97	2+36	2+68

√√0 √√√
3+17 3+52

+ 25°
HE "CD"

3.5	√30	√25	√30	√35	√40	√45
0	0+64	0+76	1+37	2+26	2+74	3+18

√√0	√√√
3+38	3+70

0 LINE "AB"

√2√	√20	√10	√20	√25	√30	√35
0+81	1+03	112	1+21	1+6√	2+57	2+86

√40	√45	√50	√√5
3+29	3+57	3+75	4+03

NOTE- 25' RIGHT ANGLE OFFSET IN LINE OF LEVELS TO WHICH DISTANCES OUT TO CONTOURS ARE REFERRED-

129

LEFT

1+70

top bank	523.0	520	creek	514.3	510	515	516	6
	0+32	0+31 Pt. on side bank	6' WIDE	0+15 break	0+20	0+14	0.0	
525.0	530	535	540	545	550			
0+38	0+52	1+03	1+25	1+51	2+20			

1+51

535	530	529	530	528	525	520	518	515
H2A	1+07	0+91 toe	0+65	0+42	0+24	0+11	0+50	0.0
533.5		537.0	540					
1+27 small ditch		1+32	1+44					

see sketch

1+20

520	516.6	520	518.5	520	519.0	518.7	
1+00	0+94 toe hill.	0+57 small mound	0+40	0+25	0+10	0+00	
525	530	535					
1+18	1+41	1+78					

1+0.0

0+70

535	530	525	520	515	512	514.5	514.9	
1+65	1+39	1+20	1+03	0+85	0+64 toe hill.	0+23	0+00	

RIGHT.

1+80 ON LINE "AB"

520 0+12 525 0+30 top bank. = 523.5 0+33

ON LINE "AB"

516 6 515 0.0 512 12.0 511 12.0 513 0+20 525 0+26 520 0+30 515 0+88 515 1+01 bottom

edge of small dry wash. 515 1+01 513.5 1+06 BOTTOM 518 1+20 520 1+50 525 1+85

530.0 2+69 535 3+23 540 3+81 545 4+17 550 4+53

ON LINE "AB"

513 0+05 512 0+15 edge bank 510 vertical 0+15.5 down. creek 505.A 0+26 bot. & toe bank toe 505.2 0+44 & edge bank

510 0+49 on edge bank 515 top 0+55 bank 515.5 0+56 515.2 0+73 515.0 0+80

511 0+98 toe hill.

ON LINE "AB"

518.7 515.0 0+15 513.0 0+20 edge bank 510.0 0+22 505 0+29 503 0+30 toe bank & edge creek

then two large rocks - 10'x10'x8' HIGH. 510 0+40 512 0+41 break 513.0 0+48 510 0+65 510 0+92

509 0+94 510 1+05 515 1+95 520 2+90 525 3+86

517.4 0+00 515.0 0+16 edge bank. 510.0 0+26 501 0+34 501 0+48 toe bank 505 0+63 509 0+72

ON LINE "AB" edge

513 0+20 510 0+29 top bank 505 0+35 500 0+40 495 0+49 break bank 489 0+50 490 0+62 1/2.

495 0+70 495.5 0+86 502 0+90 top bank 505 1+10 510 1+71 511 bank 2+02 small drain. 6' DEEP 12' WIDE SEE SKETCH - CNS. 100 from trade

510 2+32 510 2+78 515 3+80

13/

LEFT

0+50

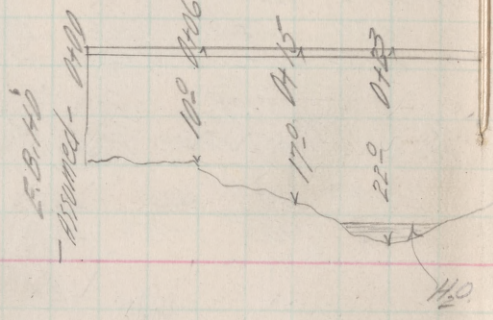
S15	S10	S09	S09	S10.2
0+90±	0+64	0+58	0+20	0+00

S15	S20	S25
1+06	1+24±	1+55±

0+25

S20	S15	S10	S06	S01	S03.5
1+25±	1+00	0+73	0+55	0+27	0+00
			40		

NOTES: AT



V-132

RIGHT

CH LINE "OB"

505	500	495	492	490	488
0+25	0+38	0+41	0+45	0+46	0+47

℄ CREEK 484 495.2 490 492 493
0+57 0+65 toe 0+78 0+81 0+94 toe

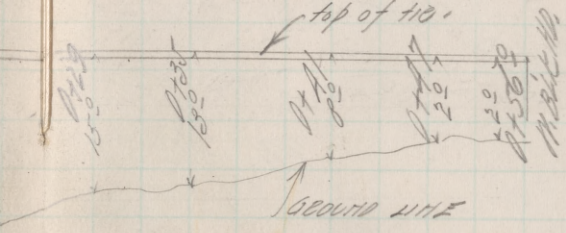
498 top 495 505 510 ℄ DRAUGH 5' DEEP
1+00 bank 0+97 1+21 1+92 2+04 12' WIDE
SEE sketch
519 contour runs ⊥ to track
2+32

0+25

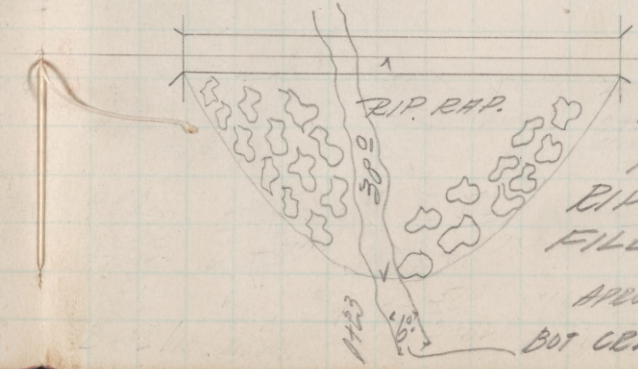
503.6 500 495 492 490 top 486.5 485.0
0+00 0+22 0+36 0+45 0+45 bank 0+49 0+53

481 481 485 490 495 495 500
0+68 toe 0+67 0+77 1+09 1+10 1+51 2+00
creek
Ditch 20 ft.
505
2+80

PRESENT TRESTLE 130 ft



4.0



ESTIMATE AMOUNT OF RIP RAP TO FILL TRESTLE = 1800 C.Y.
AREA

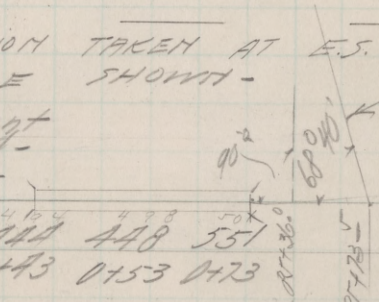
LEVEL LINE ON LEFT SIDE OF MAIN LINE "EF" FROM WHICH CONTOURS & X-SECTIONS WERE TAKEN —

STA.	+	T	−	Rod	Elev.
B.M.	0.15	500.15			500.0
top bank left side main line				−0.30	
T.P.			−12.00		488.15
	+1.85	490.00			
0+49 fence.				8.25	481.75
0+70				9.95	480.05
T.P.			−9.95		480.05
	+0.34	480.39			
1+13				3.60	476.79
T.P.			−11.15		469.24
	+0.74	469.98			
1+68				4.33	465.65
2+06				7.71	462.27

these are ⊥ to tangent produced and at MAIN LINE E.S. 85+85

X-SECTION TAKEN AT E.S. 85+73 AT ANGLE SHOWN —

0+00 = ℄ tangent produced —



Cross sec. at 85+36 ⊥ to tangent produced.

448	442	445	top rail
0+80	0+47	0+26	= 500.0 —

NOTE: THIS CROSS-SECTION.

135

LEFT

CONTOURS - 0+

top bank going down

0+

0+49.5

495 hwy. 497 495 490 485 481.75

0+70 level top 0+90 0+29 0+16 0+10 0+00 toe

490 485 480 475 470 toe 468 475

0+50 0+58 0+66 0+76 0+82 0+90 0+96

480 478 480 485 480

1+07 1+11 break 1+28 1+47 top bank 1+92.0

1+13.5

493 490 485 480 473 476 476.8

0+61 0+57 0+43 0+31 0+20 0+13 1+13.5

top bk 493 490 493 485 480 475

0+65 going up 0+71 0+70 top bk 0+81 0+86 0+95

bank going down.

470 465 460 456 creek & mdc 460

1+03.0 1+13 1+21 1+28 toe also H_2O 1+33.5

465 470 break 472 479 475 470

1+38 1+45 1+56 1+58 1+86 2+10.0

1+68.5

475 470.5 470 467 465 464

0+44 0+32 0+32 0+16 0+15 toe 0+08 toe

477.5 480. 476.5 475.0 474 470 465

0+58 0+52 0+57 0+67 0+87 0+90 1+00

edge of bk

460 455 450 451 445 442

1+06 1+13 1+20 toe 1+31 brk. 1+36 1.50 H_2O

443.5 445 450 455 458 455

1+57 460 1+67 break 1+71 1+77 2+15

top bank

2+06.5

LEFT

458 455 454 455 460 462 462.3

0+32 0+27 0+23 0+18.5 0+18 0+11 0+00

other edge ℄ edge of old channel. edge

455 455 457 456.5 456 455 455 by ℄

0+36 0+50 0+63 0+76 1+00 1+03 1+12

450 break 445 447 445 441 see sketch at low. 443

1+23 1+23 1+34 1+39 edge top break 443 side pt. 1+43

pave ℄

RIGHT

LEFT SIDE MAIN LINE

LINE "EF"

483.0	485	490	495	497	level.
0+18	0+22	0+29	0+37	0+40	10 ft.

476.8	480.	485	485	489	then
1+43 toe	0+08	0+19	0+24 top.	0+29	level 40'

465.7	467	470	475	477.5	480	477	
0+00 toe	0+07	0+14	0+26	0+35	0+45	0+63	

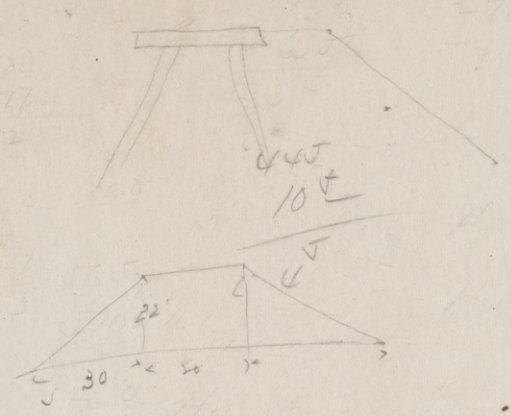
RIGHT.

461	462.5	465	468	470	473	475
0+08	0+17	0+32	0+48	0+52	0+64	0+69

LEFT.

435	434	435	439.5	445	448	447	
1+45	1+56 CREEK	1+68	1+74	1+76	2+00	2+25	
		445			to O.		
		2+37					

✓ -140.


10 t